

The Hongkong Telegraph.

(ESTABLISHED 1881.)
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WEATHER FORECAST
SHOWERY.
Barometer 29.90

May 21, 1913, Temperature a.m. 79, p.m. 81; Humidity...95, 85.

May 21, 1912, Temperature a.m. 82, p.m. 84; Humidity..84, 71.

9102 九月四日星期一

THURSDAY,

MAY 22, 1913.

四月二十一日星期二

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TELEGRAMS.

THE ROYAL WEDDING.

THE KAISER'S GIFT.

Reuter's
[Service to the "Telegraph."]
London May 21.

The "Lokal Anzeiger" says the Kaiser's principal wedding gift will be the proclamation of Brunswick as an independent Duchy, with Prince Ernest August and Princess Victoria Louise as the first reigning sovereigns.

The city of Hanover signifies the termination of the feud between the "Guelphs" and the Hohenzollerns by presenting the bride with a magnificent necklace of pearls.

British Royalty Welcomed.

A later message states that King George and Queen Mary arrived at 11.30 on Wednesday morning in Berlin. The Emperor, the Empress, other members of the Royal Family, and dignitaries of Court and State awaited the distinguished visitors at the station and gave them a brilliant reception.

A procession was then made through the troop-lined streets to the Palace, the visiting Royalty being enthusiastically cheered. The weather was splendid.

Another message says the streets were crowded, and the Lehrter Station was decorated profusely with British and German flags. The Guard of Honour was drawn from the First Foot Guards, with band, in their picturesque mitred caps of the 18th Century. The Crown Prince of Germany was attired in the uniform of the British 1st Husars, and the Emperor that of the British 1st Dragoon Guards, both wearing the ribbon of the Order of the Garter. King George wore the uniform of the German 1st Dragoon Guards, with the ribbon of the Order of the Black Eagle. The bride and bridegroom were among those at the station.

The Guards lining the route beat a tattoo and gave triple cheer as the procession passed, and salutes were fired by a battery of Artillery.

The Zeppelin airship Hansa, which followed the Royal train from Rathenow, sailed after Their Majesties along the Unter den Linden.

OBITUARY.

MR. HENRY FLAGLER.

London, May 21.

The death is announced of Mr. Henry Flagler, one of the founders of the Standard Oil Company, and a pioneer in the development of Florida.

[Henry M. Flagler, capitalist, was born at Canandaigua, New York, in 1830. He became a clerk in a country store, and later went to Saginaw, Michigan, where he was a salt manufacturer. He later removed to Cleveland and became a partner in Rockefeller, Andrews and Flagler, oil refiners, who were succeeded by the Standard Oil Company, with the management of which he had been continuously connected. He was the owner of the Ponce de Leon and Alcazar hotels, Florida, which he built at a cost of three million dollars, and also owned about 600 miles of railroad in Florida. Formerly he was Vice-President of the Standard Oil Company and was a director to the time of his death. He was also a director of many other large railway and steamship concerns.]

TELEGRAMS.

THE CHINESE LOAN.

LARGELY OVERSUBSCRIBED.
Reuter's
[Service to the "Telegraph."]
London, May 21.

The Chinese loan is closed, having been largely oversubscribed. It is quoted at one per cent premium, sellers.

The "Standard", in a financial article, says the fact that President Yuan Shih Kai should have succeeded as well as he has done in re-organising affairs after the revolution, notwithstanding the chaotic conditions of finance and the need of fresh money, says much for his administrative capabilities. The fact that the loan will be used only for organisation and administrative purposes should vastly strengthen his position. The article dwells on the strenuous efforts of the five Governments to safeguard investors' interests both in the immediate and the more remote future, as shown by a letter from the Foreign Office accompanying the prospectus and stating that the Chinese Government declares the contract a binding engagement on themselves and their successors. His Majesty's Government has taken note of this declaration and concurs in the view expressed therein, while the Governments of the other four Powers have addressed similar letters to the issuing group of their respective countries.

The "Times" says that Chinese reputation for honesty, international agreements regarding the loan, and the fact that the Governments have taken note of the loan contract and concur in its binding effect on the Chinese Government and its successors, render the indefinite character of the particular revenues wherein the loan is secured, a less serious matter.

GERMAN CRACK REGIMENTS.

SUPPRESSION ADVOCATED.

London, May 21.

Reuter's correspondent at Berlin writes that there was a stormy scene at a meeting of the Budget Committee of the Reichstag when a Socialist moved the suppression of the Garde du Corps and other crack regiments.

The Minister of War opposed the motion which he said encroached on the Emperor's prerogative as Commander-in-Chief.

The motion was rejected, but a resolution by the National Liberals demanding the curtailment of the preponderance of nobility in the Officers Corps was adopted.

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Hongkong, 1st Aug. 1912. [55]

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Hongkong, 1st Feb., 1912. [182]

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BY THE

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The Old Star Inn, [182]

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MANILA
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78, ESCOLT

OUR CONTEMPORARIES.

Daily Press.

The Wrecked Nippon.

The master or commander of the Nippon has a perfect right to return to his ship and resume the command thereof, in which case the sailors must, on forfeiture of their remuneration, and with liability for damages, immediately give up the command to the master without prejudice to their right of salvage already acquired. We believe this in brief represents the law governing the matter, and the case therefore presents none of those picturesque features reminiscent of ancient maritime history, which the Manila papers impart to it. This is not the only occasion on which wrecks in this part of the world have been preyed upon in a similar manner. Only a few years ago, the German steamer *Sexta*, wrecked on the Paracels, was stripped, by some persons unknown, from stem to stern of everything on the ship, during the temporary absence of the authorised salvage party. If, as at present seems probable, the right to board and claim possession of a ship and all her cargo and belongings is contested in the case of the Nippon in the Courts of Law, it will doubtless do much to spread a knowledge in this part of the world as to the distinction which international maritime law draws between *num et tum* in such case.

South China Morning Post.

The Underwood Bill.

There is every chance of the Democratic Tariff going through just as President Wilson wants it. The majority may be small, but the President would be stultifying himself if he allowed the tariff to stand. Just before the election, it will be remembered, he denounced the existing tariff as a national incubus which must be removed. The Democrats, he has since declared, were called to power for the express purpose of reducing the tariff. They have certainly wasted no time in setting about the task in a thorough—almost revolutionary—manner. President Wilson has done the right thing in bringing the proposed changes so quickly to the front, not only for the people generally but also in the commercial and industrial interests of the country. It is impossible to make an omelette without breaking eggs and some businesses may have to suffer temporarily from the change. However, the sooner the uncertainty is ended, if it may be any longer regarded as an uncertainty, the sooner will the business world adapt itself to conditions which, viewed from this distance, seem to be eminently reasonable though carried out on democratic lines.

China Mail.

Fire Motor Equipment in America.

Only recently has it been realised in America, says "Engineering," that the prevention of fires, rather than the fighting of large conflagrations, is the true role of a fire department. Furthermore, the control of the fire-fighting forces in the United States, even when not impaired by political influences, has been largely in the hands of men who have risen from the ranks in the various departments, or of directors or commissioners appointed from civil life for short terms, rather than in those of men of engineering or military training and antecedents by whom continuous policies could be developed. As a result, there has been a spirit of conservatism that possibly has been excusable, and often a disinclination to adopt radical innovations either in equipment or method until the wisdom of the step was shown beyond dispute. Notwithstanding their well-trained men and horses, and the wonderful agility and celerity displayed both in drill and action, there are some respects in which the brigades of America are behind the best European practice, and one of these has been the development of automobile apparatus.

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GENERAL NEWS.

Foreign Intervention in China.

With reference to the present situation of China which will probably foster the intervention of foreign Powers, the President has had secret consultations with the Foreign Minister and the policy for foreign intercourse will be fixed as soon as the sentiments of Tatars of the provinces upon this matter have been obtained.—"Peking Daily News."

Russia-Chinese Relations.

It is reported that with regard to the question of Outer Mongolia, a peaceful conclusion has been arrived at between the Chinese and the Russian Governments.

Vice-President Li's Advice.

Vice-President Li Yuan-hung in a telegram to the President states that the Sung murder case and the conclusion of the Quintuple loan have been the most essential causes of the differences now entertained by the North and the South. To surmount the difficulty in the surest way is to organize a special court for attending the murder case and to explain in full the present financial condition of China to the people, whose opposition at present is not altogether unreasonable because they have to bear the repayment of the loan.—"Peking Daily News."

An Offer of Assistance.

In a telegram to the president Tuhu Yui says, "it is reported that certain Generals and Tatars are plotting against the Republican Government. Should there be any uprisings I offer myself to be the van-guard of the campaign against them." In reply the president declares that as long as he is in office conspirators will be dealt with severely, irrespective of whether they are Generals or Tatars.—Chung Kuo Kun Pao.

A New Sewing Machine.

A new type of sewing machine will soon be available; it is called the "Shuttleless," and is worked with two ordinary reels, the lower one taking the place of a shuttle. The bottom thread runs direct from the reel of cotton, thus abolishing the necessity for continually winding and unwinding bobbins and spools. Besides the elimination of the shuttle, it is claimed for this machine that it makes a perfectly uniform lock-stitch, whereas in all other so-called lock-stitch machines the two threads are only twisted. Large numbers of the general public and representatives of most of the principal trading houses in Great Britain have inspected the machines at work.

Sir F. Lugard's Representative.

The Hon. A. G. Boyle, Colonial Secretary of Southern Nigeria, has assumed the administration of the Protectorate in consequence of the departure on leave of Sir Frederick Lugard, who has arrived in England. Mr. Boyle, prior to proceeding to Southern Nigeria, served in the Straits Settlements and the Uganda and East African Protectorates. In the latter he administered the Government. He was quite recently transferred to Southern Nigeria.

Sir Henry McCallum's Health.

A telegram to the "Ceylon Observer," dated London, April 30, says:—Sir Henry McCallum seen in town today looked wonderfully fit. His heart is much improved, thanks to the advice and treatment of Dr. Mackenzie, the great heart specialist, with thorough rest and absence from work. He has lost two stone in weight and looks younger and more active. He is staying at 46, Rutland Gate, and is probably settling near Guildford for the sake of his children. He has been warned against fatigue and excitement, otherwise the doctor declares him fit for work as he has not got Bright's disease. With care he should live to a great age. It has been agreed to have a bust of Sir Henry made by Wade for the Legislative Council.

Mongol Robbers.

The Tatar of Fengtien is in receipt of a report from the magistrate of Taonan, stating that nearly six or seven hundred Mongolian robbers are committing all sorts of outrages in the northern confines of that district, and requesting for reinforcements. Major-General Han Chun has been instructed immediately to despatch one "ying" of cavalry to his assistance in maintaining order at the place.—Exchange.

FATHER VAUGHAN.

Impressions of a Recent World Tour.

During his sixteen months' tour of the world, during which he has travelled some twenty-six thousand miles, Father Bernard Vaughan, who has just returned to London, has had many curious experiences. Father Vaughan travelled from the Hudson to the Yukon and from the Rockies to San Francisco. After visiting Japan and China he went on to Singapore and Ceylon and on the way back to England stayed at Marseilles and Paris.

The "Evening Standard"

says:—

One of our representatives today found Father Vaughan sitting in his study, surveying an avalanche of new books, newspapers, letters and telegrams. "I am afraid my many correspondents will think me a most ungrateful person for not replying individually to this deluge of kind messages and unkind requests for personal acknowledgments," he observed, ruefully. Speaking of his tour, he said: "I want, in the first instance, to visit America. For years past I have received invitations to lecture there. I have been able to gratify the desire of my American friends to some extent. During my travels I have spoken publicly about 400 times. I have addressed Indian tribes, negroes, Esquimaux, Japanese, and Chinese of all denominations." Besides Catholics, my audiences have included Protestants, Jews, Unitarians, Agnostics, and Atheists.

Studying Human Nature.

"Wherever I go I see things for myself. In order to arrive at a perfect understanding of things as they really are, I first studied the economic conditions of the various places I visited. I went to the markets; I looked in the shop windows—not forgetting those convenient institutions, the pawnshops. I explored railway stations, godowns; and I gathered sufficient data from personal experience to form a tolerably good judgment of sweated industries and of rates of wages.

"Then I inquired about the theatres, the music-halls, the picture-theatres; and I gleaned some startling information. I dove into the primary and parish schools; I visited working men's clubs, and so secured first-hand knowledge of the economic, social, and religious conditions of the citizens who are in reality the bill of the Ship of State. I read the local papers, and ascertained what was doing. If you want to gain a good idea of what things really are, you must get on your own feet, and, under your own hat, stride forth in a hull-fellow-well-met spirit. And so I have dived right away from Clubland to Sodom.

"There is nothing so interesting as people, but to know them you must 'pal' with them. I did so, and have come home knowing the actual living peoples of America, Japan, and China. And how extraordinary alike we all are! We are all made for the same destiny; all of the same origin. The differences between nations are like the difference between colours. They are surface deep only. We all have the same senses of the body, the same far-reaching faculties of the soul. What a mystery it all is! How little we all know, except that we have in common the same loves, the same sorrows, the same ambitions and disappointments, the same gains—and, alas! the same losses."

Two Kinds of Ignorance.

"The only difference between the most learned and the least lettered man is that the cultured man has his ignorance in order, while the untutored one has his in confusion—like my room before you, a litter of literature. I have met many learned men in my travels, but not one who really knows anything about vegetable life or animal life, or especially human life. We label these things and convert them to our use, but we know nothing about them. I met my friend, Thomas Edison, and said to him: You have tamed electricity, yoked it to our chariot wheels, you have placed it on the market, and in the hands of children, and treated it as though you knew all about its nature and essence—do you know any more about it than I do? What do you know about it? he asked. Absolutely nothing, I replied.

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FOR EACH INSERTION.

TO LET.

FROM 1st February, MEIRION, No. 10, Peak, furnished or unfurnished, 6 rooms. No. 21, SHELLY STREET, No. 2, Mountain View, Peak, from 1st July.

To let or for sale, 'GLEN-SHIEL,' Barker Road, No. 124, Peak, 5 rooms from 1st March, 1913.

'CRAIG RYRIE,' No. 4, the Peak to let; fine situation; 8 rooms; tennis and croquet lawns.

FOR SALE—HARTING and ROGATE, on part of Kowloon Island Lot No. 1154.

Apply to LINSTEAD & DAVIS, 3rd Floor, Alexandra Building, Hongkong, 25th Feb., 1913 [211]

TOLET—"BREEZY VILLA," No. 2, Park Road. 4 Roomed Bungalow with Tennis Court. Commands splendid View of Harbour. For Rent, etc., please apply to—YAP HOK LING, No. 4, Ripon Terrace, Hongkong, 28th Mar., 1913. [264]

TO LET:—A House in Knutsford Terrace. THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED, Hongkong, 27th Mar., 1913. [258]

LA Hacienda Est., 74 Mount Kellet Road.—For Sale. HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, May 1st, 1913. [343]

BOXING.

An Offer to Freddy Welsh.

Freddy Welsh, the English light-weight champion, has according to the "Manila Times", received a flattering offer from Australia. "Snowey" Baker, the promoter, who recently bought out the boxing interests of Hugh McIntosh, cabled Harry Pollok yesterday that he would give the Welshman a guarantee of \$15,000, with the privilege of 35 per cent. of the gross receipts, to engage in three battles. The round-trip tickets also go with the offer.

While the proposition is a good one, it is not tempting enough to the champion. It would take a least four months to complete the contract and in little more than half that time Welsh can pick up that much in this country with vaudeville engagements, notwithstanding it will take a long time to work off the whole of the stock.

Still a reduction from 26,816

cheats to 23,296 in or about seven weeks gives cause for satisfaction.

In his latest letter to Manager Pollok, Welsh speaks of bringing over with him a heavyweight to have a try at American boxers.

Mr. Noel Fisher, of Harpenden Estate, has secured exclusive privileges for 14 years in Negri Sembilan, for the invention of a spout for use in tapping Para rubber trees.

Another Rubber Patent.

Mr. Noel Fisher, of Harpenden Estate, has secured exclusive privileges for 14 years in Negri Sembilan, for the invention of a spout for use in tapping Para rubber trees.

Personal attention is given to the examination and the fitting of lenses that will relieve all troubles. The only charge is for the glasses.

PROPERLY FITTED.

There is no economy in going to an optician of doubtful ability to purchase glasses upon which your eye-sight depends.

Personal attention is given to the examination and the fitting of lenses that will relieve all troubles. The only charge is for the glasses.

MANUFACTURERS AND IMPORTERS.

HEAD OFFICE—

7, Jinkee Road,

Shanghai.

Telegrams—

"Genelotric."

MANUFACTURERS of Complete Electric Plant, Power

Chemes and Complete Telephone Installations.

NOTICE.

THE partnership hitherto existing between the undersigned carrying on business at No. 18 Queen's Road Central, Victoria in this Colony, as the Turco-Filipino Cigar and Cigarette Store has this day been dissolved by mutual consent and Mr. Hippokrate Dedeoglu will in future carry on the said business under the same style on his own account.

Dated the 20th day of May, 1913.

H. DEDEOGLU.

W. R. JUSTER.

NOTICE.

NOTICE is hereby given that

all orders for the purchase of Cigars, Tobacco, and/or Cigarettes by the Turco-Filipino Cigar and Cigarette Store of No. 18, Queen's Road Central, should be presented to the undersigned for payment on or before the 26th day of May, 1913.

Dated the 20th day of May, 1913.

H. DEDEOGLU.

PARIS TOILET.

Ladies' and Gentlemen's HAIR DRESSING SALOON.

Largest and Best in the East.

Only Manufacturer of

THE FAMOUS

SEVES DES ALPES,

The Hair Wash of the Age

Queen's Road 12.

W.A.H.FUNG.

BEST OF ANCIENT CHINESE

CURIOS, JADES, ORNAMENTS

AND JEWELLERY.

25, DES VOEUX ROAD CENTRAL.

Tel. 784.

Queen's Road, Central.

US!

25, DES VOEUX ROAD CENTRAL.

Aids Digestion Prevents Indigestion.

O.T.

O.T. is a true digestive, and really does what liquors are supposed to do, namely, Aid Digestion. It is the only liqueur in the world without alcohol, and thus is most suitable for ladies and those

averse to spirituous drinks. As a preventive and remedy for Indigestion, O.T. is favourably known to thousands of people in all countries.

A Stimulant as Satisfactory as Alcohol

A Liqueur—Stomachic—Pick-me-up.

Made from natural fruits and herbs O.T. is a pure and healthful beverage, and only favourable effects follow its use. After over-indulgence there's no better "pick-me-up." As a tonic when you feel "out-of-sorts" there's nothing better to make you fit and well again.

O.T. is a true digestive, and therefore good as a

medicine drink, as an after-dinner liqueur, and a remedy for Indigestion, flatulence and "full feeling".

As a stomachic, it has wonderful virtues for colic, dyspepsia, and other stomach troubles. The drink is more suitable than O.T. for both abstinents and non-abstinents; none is more healthful for young and old.

Gold Seal Gold Seal in Metal

British Analytical Control

The More you Drink O.T. the Better you like it!

O.T. wins favour with all who try it. Its distinctive character, "bite" appeal to you—its taste grows on you, and you soon realize that each glass adds to your liking and appreciation.

O.T. Mixes Deliciously with

Lemonade, Soda, Mineral Waters, etc.

Gives full body, fine flavour, stimulating, refreshing—lessens filling and flatulent effects of aerated drinks.

Ale, Beer, Stout—gives fine bite, takes off heaviness, and filling effect.

Water (Hot or Cold)—gives a "bite" and a delicious flavour that completely satisfies.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA—
GARNER, QUELCH & CO.

GOOD GLASSES

PROPERLY FITTED.

There is no economy in going to an optician of doubtful ability to purchase glasses upon which your eye-sight depends.

Personal attention is given to the examination and the fitting of lenses that will relieve all troubles.

The only charge is for the glasses.

MANUFACTURERS AND IMPORTERS.

HEAD OFFICE—

7, Jinkee Road,

Shanghai.

Telegrams—

"Sparkless."

LARGE STOCKS held of all Electrical Supplies, Wires, Cables, Fittings, Shades, Bells, Telephones, Batteries, Switchboards and Robertson Lamps and Osram Metal Filament Lamps.

FULL PARTICULARS AND ESTIMATES GIVEN ON APPLICATION.

EMBROIDERY AND RACE LACES, SWATOW DRAWN WORK.

AND LADIES TAILORING,
SWATOW TRADING COMPANY, HONGKONG,
OPPOSITE THE CLOCK TOWER.

THE FRENCH STORE,

Well known in the Colony for many years, have removed to their new shop, where they are prepared to offer customers the latest DELICACIES DIRECT FROM PARIS,

and the continent.

The BEST is only obtainable with

Notices

PALL MALL.
FAMOUS CIGARETTES

Bullion Bullion
NEW YORK

These celebrated cigarettes are a blend of Oriental tobaccos of the finest growth and selection; each cigarette will smoke to the end with the same delicious taste and aroma.

Notice

SAN MIGUEL**DRAFT BEER.**

Is an absolutely pure beer brewed in their Well-known San Michael Brewery, Manila. This beer will be drawn in all Hotels and Saloons in Hongkong on and after June 1, 1913.

ASK FOR IT.

MICHAEL & CO.,

AGENTS.

Telephone 1463.

THE NIPPON.

"Entirely within their rights."

"In taking possession of the abandoned steamer Nippon for salvager the firm of Erlanger and Galinger has acted entirely within its legal rights; or at least so we have been informed by our attorneys. I have the word of the first officer of the ship, as well as other evidence, that it was given up by the officers and crew in the belief that it was sinking. The firm of Erlanger and Galinger is attempting nothing out of the way in this matter at all. It is merely acting within and according to the maritime laws covering the subject of salvage."

The above is the substance of a statement made by Mr. Simon Erlanger, member of the firm which bears his name, when interviewed by reporters for Manila's newspapers. He stated that the action of the concern in chartering the coastguard cutter Mindoro and sending her out to take possession of the wrecked Swedish steamer, which went aground on Scarborough reef during the typhoon which swept over the northern part of Luzon last week, was done entirely in accordance with the recognized rights of salvage, and that if the company had acted in any way opposed to such regulations it would be only too glad to rectify matters.

Regarding the procedure to be followed in salvaging the vessel, Mr. Erlanger said:

"The men employed by me on the first trip of the Mindoro to the wreck discovered that the Nippon is partially full of water. We will make no attempt to repair the steamer and bring her off the reef until we have taken off the cargo. This is now being done by the steamers Mindoro and Vizcaya, both of which are going to the wreck. I have also chartered the Mauban, and as soon as this steamer has discharged its cargo here, it will be sent to join the others. I have engaged approximately 100 men to carry on the work."

All of the cargo worth salvaging will be taken off the Nippon, Mr. Erlanger further stated, and it is probable that that part of the cargo deemed to be ruined by water will be jettisoned. He furthermore said that the parties interested in the cargo will be communicated with, with regard to an adjustment of matters satisfactory to everyone concerned. The question as to whether the steamer itself is worth salvaging will be determined by an investigation to be made after the cargo has been removed. At present the vessel is said to be nearly half full of water.

Blown up to the Scarborough Reef.

The news has been received in Singapore that the Nippon, a steamer of 3,197 tons belonging to the Swedish East Asiatic Company, has been wrecked, says the "Straits Times" of the 14th inst. The agents confirm the statement, to which has been added the fact that the vessel struck the Scarborough reef. There is a report that she is a total wreck but, whether that is correct or not, information to hand states that the crew have been rescued.

FAR EASTERN NAVAL SQUADRONS.**HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.**

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alacrity	Despatch-boat	1,700	12	2,000	Comdr. O. L. Lambe	Hongkong
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	Gunboat	710	2	900	Lt.-Com. B. E. Prihord	Yangtze
Britomart	Gunboat	710	2	900	Lt.-Com. W. H. Darwell	Yangtze
Cadmus	British sloop	1,070	6	1,400	Comdr. H. Williams	Shanghai
Cherub	Water tank and tug	390	—	300	Master H. Smith	Hongkong
Clio	British sloop	1,070	6	1,400	Comdr. Mackenzie, D.S.O.	Hongkong
Fame	Torpedo-boat destroyer	360	6	5,700	Lt.-Com. Wilkinson	Hongkong
Flora	2nd class cruiser	4,350	10	7,000	Capt. C. F. Corbett M.V.O.	Shanghai
Handy	Torpedo-boat destroyer	295	6	4,000	Lt.-Com. F. G. Brokenden	West River
Janus	Torpedo-boat destroyer	280	6	3,900	Lt.-Com. Bodden Whetham	Hongkong
Kent	1st class cruiser	9,000	14	22,000	Capt. Allen T. Hunt O.S.I.	Hongkong
Kinsella	River gunboat	616	4	1,200	Lt.-Com. H. Marryatt	Yangtze
Merlin	Surveying ship	1,040	—	—	Capt. F. C. C. Pasco	Hongkong
Minotaur	1st class cruiser	14,000	—	27,000	Capt. G. O. Cayley	Hongkong
Mouth	1st class cruiser	9,800	—	22,000	Capt. B. H. F. Bartelot	Hongkong
Mooreen	River gunboat	180	—	800	Lt.-Com. Alan Dixon	Hongkong
Newcastle	2nd class cruiser	4,800	12	22,000	Capt. Frederick A. Powlett	Hongkong
Nightingale	River gunboat	85	2	240	Lt.-Comdr. M. Murray	Yangtze
Otter	Torpedo-boat	385	6	6,300	Lt.-Com. E. T. R. Chamberlain	Canton
Ribble	Torpedo-boat destroyer	500	—	7,600	Lt.-Com. E. J. G. Mackinnon	Hongkong
Robin	River gunboat	85	2	240	Lt.-Comdr. Nash	West River
Rosario	Depot-ship for Submarines	980	—	1,400	Lt.-Comdr. N. E. Archdale	Hongkong
Sandpiper	River gunboat	85	2	240	Lt.-Com. I. S. Hutton	Yangtze
Snipe	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Hongkong
Taku	Torpedo boat destroyer	350	6	6,000	Gunner W. H. Ryder	Hongkong
Tamar	Receiving ship	4,650	6	—	Com. R. H. Anstruther C.M.G.	Hongkong
Teal	River gunboat	180	2	800	Lt.-C. Hon. Guy Stoopford	Yangtze
Thistle	Gunboat	710	2	900	Lt.-C. H. R. N. Oottrell Dorman	Yangtze
Uak	Torpedo-boat destroyer	500	—	7,500	Lt.-Comdr. Maxwell	Canton
Virago	Torpedo-boat destroyer	355	6	6,300	Lt.-Com. H. D. Adair-Hall	Hongkong
Welland	Torpedo-boat destroyer	590	—	7,500	Com. Seymour	Hongkong
Whiting	Torpedo-boat destroyer	380	6	5,900	Com. R. Neville	Hongkong
Widgeon	Gunboat	195	2	800	Lt.-Comdr. J. C. Borrett	Upper Yangtze
Woodcock	Gunboat	150	2	500	Lt.-Com. M. B. Blackwood	Yangtze
Woodlark	Gunt boat	150	2	500	Lt.-Comdr. Lloyd	Shanghai
C. 36,	—	—	—	—	Lt.-Com. Godfrey Herbert	Hongkong
C. 37,	—	—	—	—	Lt.-Com. A. A. L. Fenner	Hongkong
C. 38,	—	—	—	—	Lt.-Com. J. R. A. Codrington	Hongkong
T.B. 035,	—	—	—	—	Lt.-Com. Handley	West River
T.B. 036,	—	—	—	—	Lt.-Com. Stileman	Hongkong
T.B. 037,	—	—	—	—	Lt.-Com. Nicol	Hongkong
T.B. 038,	—	—	—	—	Lt.-Com. H. W. Seymour	Hongkong

* Flagship of Admiral Sir A. L. Winsloe, K.C.B., C.V.O., C.M.G. Commander-in-Chief.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Kaiser Franz	Joseph I Armoured cruiser	4,000	45	8,000	Capt. Hauta	Shanghai
					French.	
Duploix **	Armoured cruiser	10,014	30	20,000	Capt. Verges	Shanghai
Kleber	Armoured cruiser	9,700	12	19,600	Capt. Gourts	Hongkong
Decidue	Gunboat	645	10	1,000	Lt.-Comdr. Vandier	Saigon
Argus	River gunboat	180	6	570	Lt.-Comdr. Dorset	Canton
Vigilante	Gunboat	123	7	500	Lt.-Comdr. de Jervillier	Canton
Peiho	Gunboat	130	—	—	Lt.-Comdr. Collin	Tongka
Dondard de Lagree, Gunboat	—	—	—	—	Lt.-Comdr. Dupuy Dutemps	Tchong kia
Lynx	Submarine	—	—	—	Lt.-Comdr. Boluix	China Station.
Proteo	Submarine	—	—	—	—	Saigon
Styx *	Armoured gunboat	1,788	10	1,700	Lieut. Guillaume-Louis	Saigon
Fronde	Destroyer	350	7	303	Lieut. Aurillac	Saigon
d'Urberville	Destroyer	—	—	—	Capt. de Frigate Ronisen	Hongkong
Pistole	Destroyer	130	7	300	Comdr. de Marquessac	Saigon
Mousquet	Destroyer	307	6	300	—	Saigon
Manche	Surveying-ship	1,625	10	9,000	Com. Voisin	Saigon

* Flagship of Commodore Boucaut, Commanding the local defence Indo-China.

Emden	Cruiser	3,600	22	13,500	Capt. v. Restoff	Swatow
Gneisenau	Armoured cruiser	11,600	36	26,000	Captain Brueinghaus	Tsingtao
Ulis	Gunboat	900	12	1,300	Comdr. v. Gothen	Shanghai
Jaguar	Gunboat	900	12	1,300	Comdr. Vanselow	Tsingtao
Leipzig	Cruiser	3,250	24	11,000	Capt. Behncke	Tsingtao
Luhs	Gunboat	900	10	1,350	Comdr. Bendemann	Tsingtao
Nurnburg	Cruiser	3,400	22	13,200	Capt. Morsberger	Tsingtao
Otter	River gunboat	—	—	—	Capt. Lieut. Firle	Yangtze
Scharnhorst	Flagship	11,600	36	26,000	Capt. Rosing	Shanghai
S. 90	Torpedo-boat	400	8	6,500	Capt. Lt. Berenberg	Tsingtao
Taku	Torpedo-boat	280	4	6,000	Oblt. z. S. Claassen	Tsingtao
Tiger	Gunboat	900	10	1,350	Comdr. Booker	Tsingtao
Tsingtao	River gunboat	223	4	1,300	Capt. Lt. Frhr. Speth v. Schulzburg	Canton
Vaterland	River gunboat	223	4	500	Oblt. z. S. Prinz	Shanghai
Calabria	Italian cruiser	2,145	—	—	Com. Sommi Picenardi	Shanghai

Admirast	Cruiser	1,757	—	—	Capt. Anibal de S. Dias	Macao
Macao	Gunboat	—	—	—	Capt. Martins	Macao
Patria	Gunboat	700	—	—	Capt. Jose de Carvalho	Crato Macao

UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.						
</tbl

EARLY DAYS OF THE PEAK TRAM

[“Memories” of one who was not here and who knew nothing of that which he writes, as will readily appear to those who know.]

Hongkong is not a Colony where people remain after their working days are over and looking around me, I do not suppose there are many who can recall that bright May morning, five and twenty years ago, when we all gathered together at the now familiar Lower Tram Terminus in our frock coats and “stove pipes” (the Governor, Sir W. des Voeux, being a great stickler for dress) to open the “Victoria Gap Funicular Railway.” One must go to the files of “Punch” to obtain the local colour provided by the costumes of the period: the tiny bonnets perched on plaited “buns,” the long handled little parasols, the tight bodices buttoned down the front and the skirts heavily bunched at the back. And we men (the superior sex in those days) all sported whiskers, tight frock-coats, shepherd’s plaid trousers and, as I say, “stove pipe” topers. The Governor and his staff arrived on horseback. Old “Billy” (now, alas, with God) was a great equestrian and used to ride up and down the Peak daily from the Council Chamber to Mountain Lodge, always at a canter to the great distress of the more corpulent members of his staff. I was fortunate enough to secure a seat in the first car to go up. As far as I can remember, I had booked it months before at the price of one dollar. This was the charge for single tickets for many years and it must be remembered (by those who draw their salary in sterling) that the dollar then fluctuated between 3/9 and 4/2.

Very different was the journey in those days. To begin with the station was only a small matted shelter beside the road which barely afforded sufficient accommodation when it was raining, and there was no platform, the “car” being entered by a small ladder which, I remember, made it very awkward for ladies. The “car” itself was not the palatial carriage we know to-day, but an open truck on high buggy wheels with trestles placed from side to side to sit upon. The wheels did not run on rails, but in a kind of wooden troughs edged with bamboo, which I never remember to have seen elsewhere. In front of the “car” was a large bell, which the conductor tolled with his fist, and a cowcatcher to dislodge beasts from the line. There was only one class, coolies not being allowed to travel, and dogs had to run behind. It was pulled by an endless hemp rope actuated by a large treadmill worked by convicts at the gaol situated where the Military Detention Barracks now are. Often if the descending car was empty, the male passengers had to alight from the up-going car and push it over the difficult places. Needless to say, any increase of crime in the Colony used to have a marked effect on the rate of progress and the stipendiary magistrate came in for a good deal of chaff if the car travelled by was unnecessarily dilatory. There was no telephone or electric bell, but the clocks at the top and bottom synchronized daily and the starts and halts ran to schedule. There were ordinary carriage brakes and each truck also had drag shoes though I never remember seeing them used, and I think they must have been carried for “look see” to inspire confidence amongst the early voyagers. Altogether, in the early days, it was such a tramway as Heath Robinson would relish.

K. NAWS.

EMPIRE DAY.

A short commemoration service will be held at St. John’s Cathedral on Saturday, 24th of May at 9 a.m. and a sermon will be preached by the Right Reverend, the Bishop of Victoria. The service is intended primarily for the British Children of the Colony, for whom the nave and both transepts will be reserved; the parents of the children are invited and will be accommodated in the nave aisles. The musical portion of the service will be rendered by the band of the Duke of Cornwall’s Light Infantry, by kind permission to Colonel Tuson and officers.

There was nothing like the present frequent service, as the ascent was more or less in the nature of an adventure, and there were comparatively few Peak residents in those days. Moreover the country the trams traversed was very jungly and infested with “pylons.” The conductor always held a Winchester repeater at full-cock in his hand to reassure timid travellers. Many a time in my griffin days have I been permitted to borrow this weapon to bring down some splendid tiger crouching in the scrub by the tram-lines. Old Billy des Voeux

(I wonder how many nowadays can correctly pronounce his name) used to give one hundred dollars for each tiger shot and he, more than anyone, was insatiable in ridding the Colony of this scourge.

It was during the great typhoon of ’89 that one of our wealthiest and most respected brokers (can you guess who this is?) laid the foundations of his present fortune. He was conductor of one of the cars when they were held up exactly half way for two days by the typhoon. To while away the time he took the passengers on at the “three card” trick and several taipans were as successful in “spotting the lady” that he carried off not only all their available cash but also finished the journey with his pockets bulging with chips. This was the origin of the present custom of the conductors’ always carrying a pack of cards in case of emergencies. They would expect much larger rulorios if this sporting chance were not always before them.

The tram has constantly improved since those days and is now indispensable not only to the many dwellers on its route, but also as the chief vehicle of gossip and scandal in the Colony. What dreadful calamities and secrets those cars hear every day! Fortunately, by common consent (and also, I believe, case law) conversation in the Peak Tram, however audible, is held to be privileged, and it is for this reason only that the business of our Law Courts is not completely choked by actions for libel and slander.

The service will doubtless go on improving. Modern construction should admit of much lighter cars being built and the weight thus saved could allow a larger number of passengers being carried. The cars, above all, the Lower Terminus should be double roped. The latter is one of the warmest spots in Victoria and it is a fact, probably only known to the few revellers who frequent the Botanic Gardens, that the Thurbur decided to break away from the Philippines.

Asked whether the flight of the vice-president of the company would have any effect on the big Tricac irrigation project which the Insular Construction Company is carrying out for the government, the reply was that some months ago, when Thurber became ill, he handed over that work to Mr. Ainsworth, and that under that gentleman it had now reached a point at which the main work was completed, and only minor details remain to be carried out before the entire job is ready to be turned over. Inquiries made by the reporter during this morning brought to light the certainty that the personal affairs of Thurber are seriously involved.

PHILIPPINE EMBROIDERY

Hongkong U.S. Consul’s Action.

Philippine embroidery is to be given a boost, says the “Cable-wire American,” by being brought prominently to the notice of manufacturers, wholesalers and others on the United States through an article which

Consul General George E. Anderson of Hongkong announces has prepared from data furnished by the Manila Merchants’ Association and which he will transmit to the Department of Commerce for publication in the daily consular reports.

Consul Anderson’s letter follows:

Hongkong, May 7,

Manila Merchants’ Association: I have received your letter of May, 2, 1913, together with its enclosure regarding Philippine embroidery, and have to thank you cordially for the care you have taken in the preparation of this memorandum. I do not know of course what shape the report will be in when published, but I shall take pleasure in amplifying it when I have, and shall endeavour to get before the people of the United States such a statement as to this industry in the islands as will do it some good. It is an industry of great merit and I shall be glad to help it. Thanking you for your cordial and effective co-operation.

(Sgd.) George E. Anderson,
Consul General.

THE THURBER CASE.

More about the Man who waived Extradition Formalities.

The following, from the “Manila Times” of May 14, throws further light on the case against the man Thurber who, as we stated last Saturday, was brought before Mr. Hazelton at the Police Court on a charge of embezzlement in the Philippines. Thurber returned to Manila last Saturday on the s.s. Zafiro.

“Harry Thurber, for many years known in the Philippines as a contractor and recently vice-president of the Insular Construction Company, left Manila by the Zafiro on Sunday morning, unknown to his friends, and under such circumstances as make it certain that he will not return here of his own free will. It had been known for some time that this fugitive is inured before he became connected with the Insular Construction Company were pressing heavily on him, and that creditors were demanding that they be paid, but nevertheless the news of Thurber’s flight, when it became known this morning, was a complete surprise to his friends.

“A ‘Times’ man was told by one of the officials of the Insular Construction Company that the first information they had of Thurber’s going was the arrival at the offices of the company of a friend, who brought a number of papers having connection with the work which Thurber had been doing for the company, and gave the information that Thurber had started for parts unknown on the Zafiro. The news came as a complete surprise, for the Insular Construction Company men have had no reason to think that Thurber contemplated any such action. One of them said that he was of the opinion that a recent attack of pernicious malaria had brought about a nervous breakdown, and that under the influence of this Thurber decided to break away from the Philippines.

“Asked whether the flight of the vice-president of the company would have any effect on the big Tricac irrigation project which the Insular Construction Company is carrying out for the government, the reply was that some months ago, when Thurber became ill, he handed over that work to Mr. Ainsworth, and that under that gentleman it had now reached a point at which the main work was completed, and only minor details remain to be carried out before the entire job is ready to be turned over. Inquiries made by the reporter during this morning brought to light the certainty that the personal affairs of Thurber are seriously involved.”

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(Sgd.) George E. Anderson,
Consul General.

MARKET PRICES.

Hongkong, May 8, 1913.

BUTCHER MEAT.

	Ozs.
Beef Sirloin & Prime Cut.—Mei Lung Pa	lb. 18
„ Corned,—Ham Ngau Yuk	18
„ Roast,—Shiu	18
„ Breast,—Ngau Lam	12
„ Soup,—Tong Yuk	15
„ Steak,—Ngau Yuk Pa	18
„ do.—Sirloin Cotoon—Ngan Lau	28
Sausages,—Ngau Chau	20
Bullock’s Brains,—Know	per set 9
„ Tongue fresh,—NgaLi	each 45
„ „ corned,—Ham Ngan Li	55
Head,—Ngau Tan	60
Heart,—Ngau Sum	12
Hump, Salt,—Ngau Kin	15
Feet,—Ngau Kask	8
Kidneys,—Ngau Yi	9
Tail,—Ngau Mei	18
Liver,—Ngau Kon	lb. 12
Tripe (undressed),—Ngau To	6
Calve Head & Feet,—Ngau-chai-tau-kark	set \$1
Mutton Chop,—Young Pei Kwat	lb. 25
Leg,—Yeung Pei	25
Shoulder,—Yeung Shau	22
Pigs Chitlings,—Chu Chong	27
Brains,—Chu Know	per set 2
Feet,—Chu Kark	lb. 12
Fry,—Chu Chak	30
Head,—Chu Tau	18
Heart,—Chu Sum	each 10
Kidneys,—Chu Yiu	8
Liver,—Chu Con	lb. 24
Pork, Chop,—Chu Pai Kwat	23
„ Corned,—Ham Chu Yuk	—
Leg,—Chu Pa	27
Fat or Lard,—Chu Yiu	24
Sheep Head and Feet,—Tau Tai Kark	set 65
Heart,—Yeung Sum	each 7
Kidneys,—Yeung Yiu	9
Liver,—Yeung Con	lb. 25
Sucking Pigs, To Order,—Chu Cha	22
Suet, Beef,—Sang Ngau Yau	18
Mutton,—Sang Yeung Yau	25
Veal,—Ngau Chai Yuk	18
Sausages,—Ngau Chai Chau	28

POULTRY.

	Ozs.
Chicken,—Kai Chai	lb. 34
Capon, Large, Small,—Sin Kai	33
Ducks,—Ap	24
Doves,—Pan Kau	each —
Eggs, Hen,—Kai Tan	per doz 24
Fowls, Canton,—Kai	lb. 36
„ Hainan,—Hoi Nam Kai	32
Geese,—Ngoi	24
Geese, Wild Shai,—Shang-ho Yea Ngoi	—
Musk Deer,—Wong Kong	each —
Hare, Shanghai,—Tu Chai	—
Partridge,—Chee Khoo	70
Pheasant,—Shan Kai	pair \$
Pigeons, Canton,—Pak Kup	each 32
„ Hoi How Pak Kup	18
Quail,—Um-Chun	23
Rice Birds,—Wo Fu Cheul	dozen —
Snipe,—Sa Choy	each 22
Turkeys, Cook,—Phor Kai Kung	lb. 60
„ Hen, „ Na	45
Wild Ducks, S’hai,—Shang-ho Sui Ap	\$ —
Teal,—Sui Ap Chai	—
Wild Ducks Canton,—Sang-shing Sui Ap	\$ —

FISH.

	Ozs.
Barbel,—Ka Yu	lb. 15
Bream,—Bin Yu	15
Canton Fresh Water Fish,—Hoi Sin Yu	20
Carp,—Li Yu	20
Catfish,—Chik Yu	11
Codfish,—Mun Yu	13
Crabs,—Hai	14
Cuttle Fish,—Muk Yu	16
Dab,—Sa Mang Yu	15
Dace,—Wong Mei Lan	8
Dog Fish,—Tin Tu Sa	15
Eels, Yellow,—Wong Sin	24
Frogs,—Tien Kai	32
Garoupa,—Sek Pan	55
Gudgeon,—Pak Kup Yu	12
Herrings,—Tso Pak	16
Halibut,—Cheung Kwan Kup	24
Labrus,—Wong Fa Yu	17
Loach,—Wu Yu	28
Lobsters,—Lung Ha	32
Mackerel,—Chi Yu	16
Monk Fish,—Mong Yu	28
Mullet,—Chai Yu	18
Oysters,—Sang Hoo	24
Parrotfish,—Kai Kung Yu	16
Perch,—Tau Loo	15
Pike,—Fa Paw Poong	9
Plaice,—Paa Yu	17
Pomfret, Black,—Haik Chong	20
Pomfret, White,—Pak Chong	28
Prawns,—Ming Ha	48
Ray,—Pai Pa Ha	8
Rock Fish,—Sak Ka Kung	15
Roach,—Chun Yu	24

Salmon,—Wa Yan Y	lb. 24
Shark,—Si Yu	9
Skate,—Po Yu	10
Shrimps,—Ha	28
Snapper,—Lap Yu	22
Soles,—Tat Sa Yu	20
Tench,—Wan Yu	—
Turbot,—Oho How Yu	18
Turtle, small, fresh water,—Kork Yu	56
White Bait,—Ngau Yu Choi	—

FRUITS.

Almonds,—Hung Yau	lb. 28

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A. S. WATSON & Co., Ltd.,
ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

SCOTCH WHISKY.

Per Case. Per Bottle.
of 1 Dozen.

E.—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY...	22.50	1.90
"KILTY" LIQUEUR WHISKY, Great Ago. Very Fine ...	38.00	3.25
THORNE'S BLACK SQUARE...	23.50	2.00
WATSON'S O.B.G.	23.50	2.00

Other Well-Known Brands Supplied To Order.

Our Celebrated E very old Liqueur Scotch Whisky
is a blend of the best Pot Distilled Scotch Whiskies. It is of great age, very fine, and mellow. Its superior quality has established its reputation as THE LEADING SCOTCH WHISKY IN THE EAST.

A. S. WATSON & CO., LTD.
ALEXANDRA BUILDINGS.

MARRIAGE.

MOORE-CAMPBELL.—On May 14th, at the Cathedral of the Good Shepherd, Singapore, by the Rev. Father Nain, William Henry Moore to Elizabeth Jane Cathay, daughter of Major John G. Campbell, Royal Irish Rifles, and the late Mrs. Campbell.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, THURSDAY, MAY 22, 1913.

THE NATIVE AND THE LAND.

We quoted last night an extract from the F.M.S. Government Gazette, in which a proposed enactment is drafted "whereby it is hoped to secure to Malay their interests in land." The Gazette goes on to say that "the reason for such legislation is found in the recently increased demand for agricultural land in the States, and the temptation thus held out to Malay landowners to dispose of their lands contrary to what the Government believe to be their true interests." We have often had occasion to remark that the administration of the Malay States and the Straits Settlements has, in most respects, clung loyally to all the best traditions of British colonisation and firm yet fair and kindly government; and here is a case in point.

People whose only experience of colonial life has been gained in an essentially "town" possession like Hongkong may not immediately grasp what such proposed legislation means to the native; others, who know either the Malayan countries or any of the African colonies, will agree with us that this is a shining example of "governing the people for the people's good." Before the mining boom in the Malay States began, the inferior native lived a life of proud independence—because he was a land-owner. Men called him lazy, but that was his own affair; he had his cocoa-nuts, his fruit, his padi, his fish and his tobacco; "Tuban Allah" supplied all his needs, and he didn't know what trouble was. He paid his tribute to some nativesultan or rajah out of the products of his bit of land, and there was an end on't. But, by and by, the white prospector came along, found out where the gold or the tin lay, and promptly coveted the ground. Later, the same thing happened over the discovery that Malayan soil was good for rubber-culture. For a long while the Government was able, on its own account, to meet the enormous demand for land by disposing of what was lawfully its own, yet not touching that which was hereditary native property; but now, for some years past, Government land that is of any use from the speculator's point of view has been growing more and more scarce. Meanwhile the prospectors continue to come, and London investors continue to want ground on which to cultivate rubber or cocoa-nuts. At one time the white man's money would have had no temptation for the native, for he had little or no use for it; but now, even within the memory of many Hongkong readers, towns like Kuala Lumpur, Ipoh, Taiping, and others have grown up from nothing and have become peopled by Europeans and Chinese, both of which races have shown the native what a goodly and pleasant thing it is to have money, and what a number of unheard-of luxuries this money will buy. The result, of course, is that the Malay land-owner is now faced at every turn with the temptation to part with what, at one time, he held as dear as life itself.

The F.M.S. Government's action, then, is what that of every government should be (and is not) fatherly; the act of the wise and experienced guardian towards the wilful child who can see no farther than the tip of his own nose. A man had, in a general way, better cut off his right hand than dispose of good land. Does not our own middle class at home know that to its cost? In England there may be one farmer in ten thousand who farms his own land; though we doubt it; and, save in one or two counties, the peasant who owns a foot of freehold land is as rare as snow in June. Parting with land, sooner or later, means working for another man instead of for oneself. Even to the European whom centuries of civilisation have taught that all honest work is creditable, whether done for himself or for another, there is just the suggestion of servitude in working for a wage; but to the half-civilised man there are no half measures; for him, to take service under another man is degradation, and nothing short; for, in his own eyes, he is one of two things: a man or a coolie. This applies to semi-savages the world over, but is perhaps especially the case with the Malay and his immediate neighbours. So long as he has his land, even if it be but a strip of jungle or half an acre of padi-swamp, he is peaceable, contented and indifferent; deprive him of it, and he at once either becomes a rebel and a preacher of sedition or else descends to the level of the Chinese coolie. No one knows this better than the men who are ruling the Malay Peninsula; all honour to them, therefore, for doing their duty by those in their charge.

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Kowloon Street Sweeping.

The President of the Sanitary Board bit the truth on Tuesday, when he remarked that the water carts in Kowloon are supposed to be on duty from 8 o'clock till noon, and noon till 5 p.m. "I expect," he added, "they get about as they can. I dare say they dodge their duty, as all do." That touches the heart of the difficulty. It is one thing to have a workable scheme—on paper; it is quite another matter to make it work well in practice. Except these coolies are watched every working moment, they will dodge as many working moments as they can. Also, they do not adhere to the times laid down for them. For instance, the president stated yesterday that the streets are swept between 5 and 9, 10 and noon, and 2 and 5 o'clock. We can testify to the fact that they are sometimes swept outside these hours. On May 9 we saw coolies in Nathan Road raising clouds of dust, and there was never a drop of water to lay it, or to prevent it from rising in the first instance.

Opium Possession.

At the Police Court, this morning, a Chinese was fined \$250, or in default three months for being in unlawful possession of opium. Gambling.

A fine of \$3 each was imposed on ten Chinese, by Mr Hazeland, at the Police Court, this morning, for gambling in a house at West Point.

European Loses Watch and Chain.

Mr. Edwards, of Queen's College, has reported to the police that some one has taken his watch and gold chain, from his room.

Alice Memorial Hospital.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of Hospital:—Wanchai Wesleyan Methodist Church, \$16.70.

To relieve Sir J. Jordan.

Mr. B. F. Alston, of the Foreign Office, has left London for Peking, where he will take charge of the Legation for some months, in the place of Sir John Jordan, who is returning to London on leave of absence.

Knocked Down by Ricksha.

A Chinaman has been sent to the hospital suffering from injuries received through being knocked down by a ricksha. The coolie was arrested and at the Police Court, this morning, was fined fifty cents by Mr. Melbourne.

The Trees in Pedder Street.

In the "Daily Press" yesterday morning Mr. Henry Humphreys suggested that, since the Clock Tower was to be removed the three banyan trees in Pedder Street should also be removed.

Since the ricksha and chair stand had been provided, he said,

"these trees are positively dangerous."

He suggested that the trees should be transplanted to Chester Road between Queen's Buildings and the Club, where more tree shade is much needed.

There are any number of places in the Colony where more shade is needed, and Pedder Street can do with shade quite as well as any other part of the city. It is true that the trees and the ricksha stand together cut into the traffic space, but is that not the fault of having put the stand in the wrong place?

It seems to us that it could just as easily, and with more reason, have been put between the trees and the pavement. Immediately against the trees the stand would perhaps have been a shade narrower than the present one, but for the remainder of its length it would have been wide enough for two rickshas to stand abreast. It is not too late mend matters yet, in fact. Mr. Humphreys is right in saying that more tree shade is wanted in Chater Road, but it should be provided with trees of its own. What is wanted is to add to the total number of trees in the streets of the Colony and not merely to shuffle with the present number.

Left for Haiphong.

Mr. E. J. Haberer of Manila accompanied by Messrs Monroe and Googe superintendents of the Bureau of Education left for Haiphong on the s.s. Honduras, to-day, to study conditions in Tonkin and Indo-China.

Off to the Azores.

Among the passengers who left by the "Manchuria" yesterday was the Very Rev. Father Jose da Costa Nunes, the Vicar General of the Macao Diocese. The Rev. Father arrived in Macao ten years ago as a Deacon and Secretary to the Rt. Rev. Bishop D. Joao Paulino Azevedo Castro, Bishop of Macao. He was ordained a priest shortly after his arrival. He acted on several occasions, during the absence of the Bishop, as the Head of the Ecclesiastical Body. On several occasions he has preached in Hongkong. He goes home to Candelaria, Pico, Azores, his native place, via America, on a well-earned holiday.

ALLEGED ANTI-FOREIGN TUTUH.

For Consignees.

Consignees of cargo by the Ohiyo Maru are reminded that goods remaining undelivered to-morrow at 5 p.m. will be subject to rent and landing charges.

H. M. S. Astraea.

Having already served fifteen years in foreign waters, six years in the Mediterranean and nine in the Far East—the light cruiser Astraea was on 22nd inst. manned at Chatham by a full crew and commissioned by Captain A. C. Sykes, to replace the light cruiser Forte on the Cape of Good Hope station.

DAY BY DAY.

What if your pockets are empty—resolution is a mint.

The Mails.

English Mail.—Arrived per s.s. Ceylon at 8 a.m. to-day. Siberian Mail.—Closes per s.s. Ceylon at 5 p.m. to-day. Siberian mail.—Due per s.s. Delta to-morrow.

Extra Train.

It is noticed that an additional train will leave Kowloon for Fanling golf links at 8.35 a.m. on Saturday next.

Departed.

Among the passengers who left for the North by the Manchuria were Colonel and Mrs. Lean.

Reported Hotel Robbery.

We are informed that a gentleman staying at one of the local Hotels has been robbed of money and property valued at over \$500.

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"N. China Daily News."

THE CURRENCY QUESTION.

Further Local Opinions Regarding the Legislation.

In continuation of the summary of local opinion as to the legislation against foreign money which we have already published we give the following.

A Hongkong business man remarked to the writer yesterday:—"Of course I am as pleased as other people at the proposed change, but I am only wondering if the public realise that whatever monetary gain there may be to the Government stands a risk of being swallowed by the expenditure connected with an additional preventive service. It seems to me that such a service will be necessary to keep the Canton Chinese from sending their money down here whenever silver happens to be cheap. Some time back—and that was even when silver was high—the Canton Government issued a prohibition in regard to the exporting of silver. Yet Canton money was smuggled into Hongkong, not just in small quantities but literally in barrels. If that happened with dear silver, what would the smugglers do when it was cheap?"

Canton and Silver.

"Just now, of course, silver being at a premium, Canton is only minting sufficient money for its own immediate domestic needs; but, whenever it has been low, the Canton Government has deliberately laid itself out to coin for export purposes. Their coin comes here and our silver dollars go to China in its place. Everyone noticed, just after the Revolution, how very scarce silver dollars were in Hongkong. Millions of dollars were being coined in Bombay and brought here, yet Europeans could not get hold of them. Why? Because China wanted to pay her troops and to redeem the military notes she had issued.

"In order to ensure absence of trouble there will have to be a very definite understanding between the Hongkong Government and Canton. The Chinese there will find their profits reduced to a minimum the moment they are forced to confine their minting to local needs. Even in Hongkong a good deal of patience will be necessary at first, for it is an axiom that, where ignorant people are concerned, any change of currency must be introduced cautiously and gradually. Coinage to them is a question of intrinsic value, not of tokens. An Englishman doesn't care whether a shilling is made of silver or of brass, whether there is a shilling's worth or a penny's worth of silver in it—so long as the law recognises it as the twentieth part of a sovereign; but with the native it is otherwise.

Foreign Notes.

"The legislation with regard to the notes will be very welcome. So long as you have only to deal with those issued by the three recognised banks, you know where you stand. Everybody knows that, for each note they put out, in excess of the authorised issue, they must deposit a dollar for each note with the Government, or rather—which comes to the same thing—must have in their vaults a

SECOND GYMKHANA MEETING.

Entries for the Events.

Following are the entries for the events in the second gymkhana meeting to be held at Happy Valley on Saturday, May 31.

Three Quarters Mile Flat Race.
Mr S. H. Michael's The Burglar 162 lbs.
Mr Brutton's Flirt 152 lbs.
Mr Blank's Bastrain 155 lbs.
Mr Norman's Edgehill 152 lbs.

7 lbs. penalty.

Gymkhana Stakes.
Mr H. P. White's Cleric 151 lbs.

Mr H. P. White's Sorosis 151 lbs.

Mr Brutton's Joss Mighty 151 lbs.

Major Dickinson's Favonius 151 lbs.

Mr Norman's Revenue 145 lbs.

Mr D. Landale's Ben Wyvis II, 145 lbs.

Mr Sedwick's Sweet William 146 lbs.

Mr Gilpin's Sir Acalon 146 lbs.

Mr V. d' Oestigen's, Floreal, 156 lbs.

Mr G. Friesland's, Basford, 151 lbs.

5 lbs. penalty. \$10 lbs. penalty.

Ladies' Nomination. Three Hundred Yards Polo Pony Scour.

Mr W. B. Elwes' Norman Clif, Nominated by Mrs Leafe 168 lbs.

Mr C. V. de G. Elye's Rice Bird, Nominated by Mrs Tulloch, 182 lbs.

Mr T. E. Biddle's Brushwood Boy, Nominated by Miss Tomes, 168 lbs.

Father O'Flynn's Despair, Nominated by Mrs C. H. Ross 161 lbs.

Mr Gilpin's Coon Can, Nominated by Mrs Shellim, 161 lbs.

7 lbs. penalty. \$21 lbs. penalty.

Tent Pegging in Pairs.

1.—Capt. N. D. Place, Capt. P. L. Spicer.

2.—Mr. W. B. Elwes Mr. W. H. Hastings.

3.—Mr. C. H. Blasou. Mr. H. F. Heikman.

4.—Mr. R. F. C. Master. Mr. A. David.

5.—Mr. C. V. de G. Elye.

Mr. T. E. Biddle.

6.—Major F. A. Dickinson Capt. Woodhouse.

From the Two Miles Post Once Round, and in Flat Race, Handicap.

Mr S. H. Michael's The Burglar.

Mr Norman's Edgehill.

Messrs. Lowe and Hickman's Pyramids.

Mr Brutton's Sevington.

Mr Brutton's Flirt.

Mr C. Stewart's Donald Dhu.

One and a Quarter Mile Flat Race Handicap.

Mr H. P. White's Sorosis.

Major Dickinson's Favonius.

Mr D. Landale's Ben Wyvis II.

Father O'Flynn's Rev.

Mr Sedwick's Sweet William.

Mr Brutton's Sevington.

Mr Brutton's Joss Mighty.

Mr Gilpin's Sir Acalon.

Mr G. Friesland's Basford.

Hurdle Race.

Mr Blank's Joy; 153 lbs.

Messrs. Lowe and Hickman's Pyramids.

Mr Norman's Revenue 152 lbs.

Mr Slade's Major, 152 lbs.

Mr Brutton's Wong, 152 lbs.

Father O'Flynn's Despair,

152 lbs.

HARBOUR OFFENCES.

Six boat people were fined \$5 each by Commander Basil Taylor, R.N., at the Marine Court, this morning, for being in Causeway Bay without permission.

The master of a coolie boat was fined \$10 for carrying 10 passengers in excess of the licensed number.

Three Chinese boat people were fined fifty cents, \$2 and \$3 respectively, for mooring their craft in prohibited areas.

The master of the steam launch Yew Hing was fined \$25 for carrying 31 passengers in excess of the licensed number.

The master of the steam launch Yee Sang, was fined \$25, for carrying 10 passengers in excess of the licensed number.

The master of the steam launch Hoi Nam, was fined \$25 for having 65 passengers over his licensed number.

A DUAL CAPACITY.

Claim Against the Hongkong Hotel Co., Ltd.

This afternoon in the Summary Court before Mr. Justice Kemp, Puisne Judge, G. F. Soley, countant, sued the Hongkong Hotel Co., Ltd. to recover \$109, being as to \$18 three days salary in May, and as to \$180, one month's wages board and lodging, in lieu of notice.

Mr J. H. Gardiner appeared for the plaintiff, and Mr. W. E. L. Shenton, of Messrs. Deacon, Looker, Deacon and Houston, for the defence.

Mr Gardiner said that the claim was really in the nature of damages. The plaintiff was engaged with Mr. Teggart on or about April 10 as night clerk to the Hongkong Hotel, where there was already a Chinese night clerk. But, as Mr. Teggart stated, for the further protection of the hotel, a European night clerk was engaged. Mr. Soley was engaged for that purpose, his hours being from 10 p.m. until 6 a.m. every day, at a salary of \$6 per month. The plaintiff entered into that contract under the belief that he was there as a monthly servant, although it was stated by Mr. Teggart in his evidence that he was engaged on twenty-four hour's notice. The plaintiff did not enter in on any such terms nor did he enter into the agreement knowing such was the condition. Subsequently, after letters and communications between the plaintiff and Mr. Teggart, it was arranged, owing to the barman being summarily dismissed on the morning of April 30, that the plaintiff should also take on the duties of barman, which he did on the morning of the 30th about 10 o'clock. There was some discussion as to an increase of wages, but that was never finally settled, and that was why the plaintiff was claiming nothing in respect of that. The duty of the barman, according to the previous barman, included hours from 10 a.m. until after the till rush, and from 5 p.m. until midnight. That was the duty the plaintiff undertook in addition to his night duties, but he discussed the matter with Mr. Teggart, and it was understood that Mr. Soley's hours instead of extending to 6 a.m. should only extend until 2 a.m. As soon as he undertook the dual capacity, on April 30, May 1 and 2, the plaintiff left his duty at 2 o'clock and proceeded to rest, because it was untenable to suppose the man would work the whole day long, without rest whatever, because it would practically mean that he would only have two or three hours rest in the afternoon. On the 3rd, the plaintiff did leave the hotel, as stated, and was not there after two o'clock, recognising that having performed the dual duty he was entitled to leave at that time.

Plaintiff, in the box, said that when he was appointed in the dual capacity, it was arranged that his hours should be from 10 a.m. till after the till rush, which was about 2 or 2.30 p.m. and then from 5 p.m. until midnight after which he had to go on with his work as night clerk until 2 a.m. While engaged as night clerk only, Mr. Teggart told him he could sleep in a chair as long as he was about the till after two o'clock. Plaintiff agreed to the terms he had outlined, saying that the question of wages was left in the hands of Mr. Teggart. There was always the understanding if the plaintiff did not like the dual position, or if Mr. Teggart did not like it, plaintiff would be able to go back as night clerk. These arrangements were made at about 10 a.m. on April 30. As barman he had to order the counter lunches and sign for the receipt of wines into the bar.

After he had taken over the barman's duties he left at two p.m. He denied that on the morning of May 3 he left duty at 12.45 o'clock. On the same morning he was called before Mr. Teggart and dismissed. Mr. Teggart did not then accuse him of having left his duties before 2 a.m. but assigned other reasons.

The case was proceeding as we went to press.

HONGKONG CRICKET LEAGUE.

Annual Meeting.

The annual meeting of the Hongkong Cricket League was held in the Hongkong C. C. pavilion last evening. Mr. R. Hancock presiding. There were also present Messrs. W. D. Braithwaite, T. Pearce, A. C. E. Elbrough, Captain Matthews, R.A., Messrs. F. East, W. L. Weir, Q. M. S. Davies and Mr. A. E. Ager, hon. Secretary.

The Chairman, in proposing the adoption of the report and accounts, said he did not think they required much comment. There was a credit balance of \$8.00, and this would probably be accounted for next year as they were proposing to charge \$10 for clubs entering the second division.

The proposition was seconded by Mr. H. H. Hinck. It was proposed that Mr. R. Hancock be elected president. Mr. Wester seconded, and the motion was unanimously carried.

Mr. T. E. Pearce proposed, and Mr. Ager seconded, that Mr. Braithwaite be re-elected vice-president. This was also carried unanimously.

Regarding the position of hon. secretary and treasurer, the Chairman said Mr. Ager had justified him that he was unable to again take on the duties, as he was going home very shortly. Mr. Ager had been secretry since the inception of the League, and he was sure that nobody could have done the work more efficiently. He had worked very hard, and he thought the League should give Mr. Ager a hearty vote of thanks (Applause). He had approached the chairman, which he did on the morning of the 30th about 10 o'clock. There was some discussion as to an increase of wages, but that was never finally settled, and that was why the plaintiff was claiming nothing in respect of that. The duty of the barman, according to the previous barman, included hours from 10 a.m. until after the till rush, and from 5 p.m. until midnight. That was the duty the plaintiff undertook in addition to his night duties, but he discussed the matter with Mr. Teggart, and it was understood that Mr. Soley's hours instead of extending to 6 a.m. should only extend until 2 a.m. As soon as he undertook the dual capacity, on April 30, May 1 and 2, the plaintiff left his duty at 2 o'clock and proceeded to rest, because it was untenable to suppose the man would work the whole day long, without rest whatever, because it would practically mean that he would only have two or three hours rest in the afternoon. On the 3rd, the plaintiff did leave the hotel, as stated, and was not there after two o'clock, recognising that having performed the dual duty he was entitled to leave at that time.

Plaintiff, in the box, said that when he was appointed in the dual capacity, it was arranged that his hours should be from 10 a.m. till after the till rush, which was about 2 or 2.30 p.m. and then from 5 p.m. until midnight after which he had to go on with his work as night clerk until 2 a.m. While engaged as night clerk only, Mr. Teggart told him he could sleep in a chair as long as he was about the till after two o'clock. Plaintiff agreed to the terms he had outlined, saying that the question of wages was left in the hands of Mr. Teggart. There was always the understanding if the plaintiff did not like the dual position, or if Mr. Teggart did not like it, plaintiff would be able to go back as night clerk. These arrangements were made at about 10 a.m. on April 30. As barman he had to order the counter lunches and sign for the receipt of wines into the bar.

After he had taken over the barman's duties he left at two p.m. He denied that on the morning of May 3 he left duty at 12.45 o'clock. On the same morning he was called before Mr. Teggart and dismissed. Mr. Teggart did not then accuse him of having left his duties before 2 a.m. but assigned other reasons.

The case was proceeding as we went to press.

Notice

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HIGH STANDARD OF QUALITY.

CHEAPEST STORE IN THE EAST.

Queen's Road, Central : The Old Supreme Court. Telephone 1450

BIG OPIUM SEIZURE.

A BRITISH SCHEME.

The Affair on the s.s. Rubi.

United Universities Scheme for Central China.

The case in which two men and two women are charged with being in unlawful possession of 1,050 lbs. of opium, and in connection with exporting the same on the s.s. Rubi, was again brought before the notice of Mr. Hazelwood, at the Police Comt, this afternoon.

Mr. T. E. Pearce proposed, and Mr. Ager seconded, that Mr. Braithwaite be re-elected vice-president. This was also carried unanimously.

Mr. Ager thanked the Chairman for the kind remarks he had made, and also the officials of the League for their kindness to him. He wished cricket in Hongkong every success and hoped the proposed Second Division of the League would prove successful.

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The Admiralty have published the result of the test of gunlayers with heavy guns in the Fleet for 1912. The first five squadrons in order of merit are as follows:

1, Mediterranean, average score, 101.130; 2, Australia, 102.086; 3, First Battle and Cruiser Squadrons, 99.602; 4, East Indies, 94.137; 5, China, 92.591. The average score of the 115 ships which took part in the practice, carrying 1,510 guns, was 80.763.

The Committee have now to submit to you a General Statement of the affairs of the Society and balance sheet for the year ending 31st December, 1912. The total receipts of annual subscriptions, donations from subscribers, entrance fees from new members, offerings and interest including the balance brought forward from last year amounted to \$1,098.00 and after deducting all expenditure, there remains a balance of \$598.00 to be carried forward to a new account. It is quite a gratifying report as the burial expenses have been met without drawing on the funds of the Society who's credit balance at the end of the year was nearly \$400.00 more than the previous one.

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The Committee have now to submit to you a General Statement of the affairs of the Society and balance sheet for

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CANADIAN PACIFIC RAILWAY COMPANY'S.

ROYAL MAIL STEAMSHIP LINE.
"EMPEROR LINE."

Sailings from Hongkong and Quebec.

"E. of India" ...	June 7	"Allan Line"	July 4
"Montezuma" ...	June 21	"E. of Ireland"	July 25
"E. of Japan" ...	July 2	"Allan Line"	August 1

All steamers leave Hongkong at 12 Noon.

To Australia, E.C., and Shanghai, through the Island Sea of Japan, Kobe, Yokohama, and Victoria, B.C., sailing to all the principal ports in Canada, the United States and Europe, also around the world.

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Taking Cargos at Hongkong to all European North Continental and British Ports, also Trieste, Lisbon, Odessa, Greece, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong :

OUTWARD:

... Shanghai, Kobe & Yokohama:	S.S. PREUSSEN	80th June	
S.S. FURST BULOW	26th May	S.S. SILESIA	20th July
S.S. BIRKENFELS	22nd May	S.S. BELGRAVIA	30th July
S.S. GOLDENFELS	13th June		

S.S. C. FERD LAEISZ 19th June

HOMeward:

For Marseille, Havre & Hamburg:	F. V. Ver. Stle, and/or T. & P. (Or.); S.S. ARABIA	27th May.
For Rotterdam & Hamburg:	S.S. C. FERD LAEISZ	26th June
S.S. ALESIA	9th June.	
For Marseille & Hamburg:	S.S. FURST BULOW	27th June.
S.S. SAMBIA	12th June.	For Havre, Bremen & Hamburg;
S.S. SEGOVIA	16th June.	For Rotterdam, Hamburg & Antwerp;
		S.S. BRASILIA
		2nd July.
		For Mattole, Rotterdam & Hamburg;
		S.S. ALTMARK
		14th July.

For Further Particulars, apply to—
Hamburg-Amerika Linie,
Hongkong Office. [12]

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OFFICE: St. George's Building, 3rd Floor. Telephone 1033. [48]

HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

Joint Service of THE HONGKONG, CANTON and MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD., HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 22nd MAY.

10.00 p.m. "PATSHAN." 5.00 p.m. "KINSHAN."

FRIDAY, 23rd MAY.

8.00 a.m. "HEUNGSHAN." 8.00 a.m. "HONAM."

10.00 p.m. "KINSHAN." 8.00 p.m. "PATSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A Telephone service has been recently installed on the Canton Company's Steamers—Day Steamers Call No. 776. Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651 S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.

EXCURSION TO MACAO

SUNDAY, 25th May.

The Company's Steamship,

"SUI AN" will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 p.m.

Joint Services of

Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "SAIMAN" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the office of the

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Opposite the Blake Pier.

Shipping

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(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION

Destination. Steamers. Sailing Date.

MARSEILLE, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said ...	KAMO MARU Capt. Kawara AKI MARU Capt. Kon	T. 16,000 T. 12,500	WEDNESDAY, 4th June, at daylight WEDNESDAY, 18th June at daylight
VICTORIA, B.C., and SEATTLE via Keeling, Shanghai, Moji, Kobe, Yokohama, and Shimizu and Yokohama	STAMBA MARU Capt. J. Teranaka SAWA MARU Capt. R. Shimizu	T. 12,500 T. 9,600	TUESDAY, 3rd June, at 4 p.m. TUESDAY, 17th June, at 4 p.m.
SYDNEY & MELBOURNE, via Manilla, Thursday Island, Townsville and Brisbane	NIKKO MARU Capt. Yagi KUMANO MARU Capt. Winckler	T. 9,600	WEDNESDAY, 4th June at noon. WEDNESDAY, 2nd June, at noon.
CALCUTTA via KIRIN MARU S'pore, Penang & Rangoon ...	KIRIN MARU Capt. Deguchi	T. 5,000	SATURDAY, 31st May.
BOMBAY via Singapore and Colombo.	ISHINYO MARU Capt. Ohkuma	T. 12,500	MONDAY, 26th May.
KOBE & Y'HAMA	CEYLON MARU Capt. Tozawa KAGA MARU Capt. Tabuse	T. 6,000 T. 12,500	TUESDAY, 22nd May. THURSDAY, 5th June at 11 a.m.
N'SAKI, KOBE & YAWATA MARU YOKOHAMA ...	YAWATA MARU Capt. Sekine	T. 7,000	WEDNESDAY, 4th June at Noon.
SHANGHAI, MOJI (RANGOON MARU & KOBE)	RANGOON MARU Capt. Kamashita	T. 12,000	WEDNESDAY, 4th June at Noon.

Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months

YOKOHAMA KOBÉ MOJI NAGASAKI

Return. Return. Return. Return.

1st class ...	\$135	\$122	\$108	\$95
2nd class ...	\$ 81	\$ 75	\$ 65	\$ 57

With option of Rail between Steamer's Calling ports in Japan.

For further information apply to Telephone No. 282.

T. KUSUMOTO, Manager.

[5]

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers. To Sail.

SHANGHAI ...	LINAN	24th May, at m'night
SWATOW, W'HAWEI, CHEFOO & TIENSIN	HUICHOW	25th May, at d'light
HONGAY	SZECHUEN	26th May, at 10 a.m.
MANILA, CEBU & ILOILO	TAMING	27th May, at 4 p.m.
HAIPHONG	KAIFONG	28th May, at 9 a.m.
MANILA, ZAMBOANGA & CHANGSHA	ANHUI	29th May, at 4 p.m.

MANILA, Zamboanga & CHANGSHA, 16th June, at noon.

Australian ports

This steamer has superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian Ports.

Steamer's Calling ports in Japan.

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"S.S. LINTON" and "S.S. SANU"

MANILA LINE.—Twin Screw Steamers "Tean" & "Taming" saloon accommodation amidships; electric fans fitted; extra staterooms on deck, aft. Saloon accommodation of s.s. "Kaifong" is situated on deck, aft. Electric Fans fitted.

SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chinhsia)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon; leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

This steamer lands passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares:—Single \$46. Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIBRE Agents

Telephone No. 36 Hongk

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On	
SHANGHAI	CHOVSANG†	Friday, 23rd May, at noon.	
KOBE & MOJI	KUMSANG†	Saturday, 24th May, at d'light.	
MANILA	LOONGSANG†	Saturday, 24th May, at 2 p.m.	
SPORE	Fengsang & O'cutta	NAMSANG†	Saturday, 24th May, at 2 p.m.
SHANGHAI	TINGSANG†	Sunday, 25th May, at d'light.	
MANILA	YUENSANG†	Saturday, 31st May, at 2 p.m.	

RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo or Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, Dally, Weihaiwei, Tsingtau.

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"Shire" Line Service.—Homeward.

For Steamers. Date of Sailing.
LONDON & ANTWERP.....FLINTSHIRE.....About 20th July.
".....MONMOUTHSHIRE.....1st August.

New Trans-Pacific "Shire" & "Glen" Joint Service.

VICTORIA, VANCOUVER} HARPGUS 29th June.

& SEATTLE 17th July.

VANCOUVER, SEATTLE, TACOMA & PLAND} VESTALIA 17th July.

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

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NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "ITOLA," 5257 tons gross, Capt. W. W. Tucker, will be despatched for YOKOHAMA, KOBE & MOJI on the 12th June at daylight, taking cargo and passengers at current rates.

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Telephone No. 215. Hongkong, 21st May, 1913.

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SHIPBUILDERS, SALVERS & REPAIRERS, BOILERMAKERS, FORGECASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL & MECHANICAL ENGINEERS.

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Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

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Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

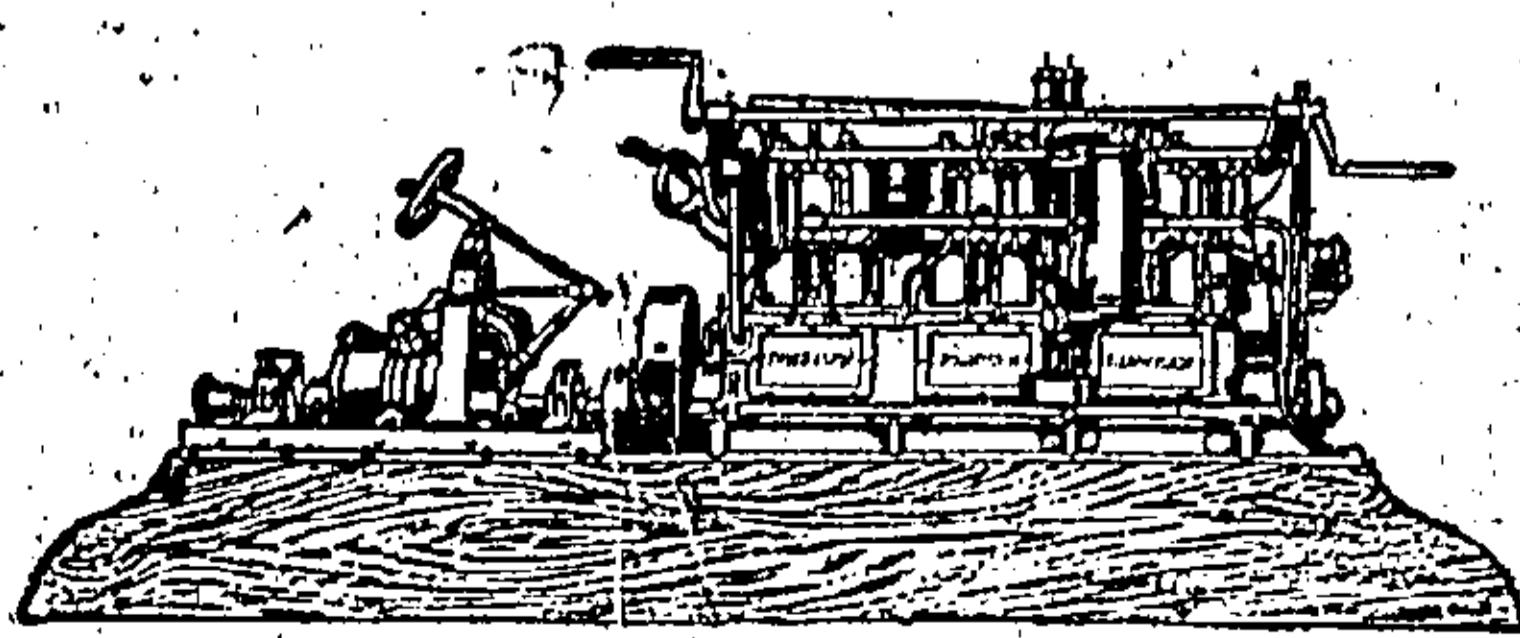
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

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PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.

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C.6 type Motor and Reverse Gear.
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MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

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Telegraphic Address—"TAIKOODOCK."

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VESSELS TAKING CARGO.

European Ports.

Destination.

Vessel's Name.

For Freight
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Dispatched.

London and Antwerp	Flintshire	J. M. & Co.	20 July
do do	Monmouthshire	J. M. & Co.	1 August
London & Antwerp via Singapore, etc.	Delta	P. & O. Co.	24 May
Havre and Hamburg, &c.	Palawan	P. & O. Co.	28 May, about
Havre, Hamburg & Bremen	Arabia	H. A. L.	27 May
Marseilles &c.	Segovia	H. A. L.	16 June
do	Megellan	M. M. Co.	3 June
do	Paul Lecat	M. M. Co.	17 June
do	Atanand Behio	M. M. Co.	1 July
do	Atlantique	M. M. Co.	15 July
Marseilles & Hamburg, &c.	Ernest Simons	M. M. Co.	29 July
Marseilles, London and Antwerp	Serbia	H. A. L.	12 June
Rotterdam and Hamburg	Glenaturret	S. T. & Co.	5 June, about
Trieste via Singapore, Penang, Colombo, &c.	Alesia	H. A. L.	9 June
Trieste, Fiume, Venice via Singapore, &c.	Africa	S. W. & Co.	13 June
Naples, Genoa, Algiers, Gibraltar, S'ton, Manila	Persia	S. W. & Co.	2 June, about
	Prinz Ludwig	N. Y. K.	28 May

New York, San Francisco and Canada.

Boston and New York	Jeseric	Bank Line	6 June
Mexican, Peruvian and Chile Ports via Japan	Hongkong Maru	T. K. K.	4 June
do do do do	Kiyo Maru	T. K. K.	5 August
New York	Chiyo Maru	T. K. K.	27 May
New York via Ports and Suez Canal	City of Baroda	S. T. & Co.	29 May, about
San Francisco, etc	Nippon Maru	T. K. K.	17 June
do	Tonyo Maru	T. K. K.	24 June
San Francisco via Japan	Nile	P. M. Co.	3 July
Victoria, Vancouver, B.C., Seattle	Harpagus	J. M. & Co.	10 June, about
Vancouver via Japan	E. of India	C. P. R. Co.	7 June
Vancouver, Seattle, &c.	Saxonia	H. A. L.	22 May
Portland, Tacoma and Seattle	Monteagle	C. P. R. Co.	21 June
	Vestalia	J. M. & Co.	27 June

Australia.

Australian Ports via Manila	Guthrie	B. & S.	24 May
do	Empire	G. L. & Co.	27 May
do	St. Albans	G. L. & Co.	21 June
do	Nikko Maru	N. Y. K.	4 June
	Changsha	B. & S.	14 June

Singapore, Coast Ports and Japan.

Singapore, and Calcutta	Namesang	J. M. & Co.	24 May
Bombay via Singapore & Colombo	Shinyo Maru	N. Y. K.	26 May
Bombay via Singapore, Penang & Colombo	Luzon Maru	O. S. K.	23 May
Kudat and Sandakan	Borneo	M. & Co.	End of May
Batavia, Cheribon, Samarang, &c.	Tjatjorom	J. O. J. L.	Quick despatch
do	Tjumahi	J. O. J. L.	Quick despatch
Japan	Tjiliwong	J. O. J. L.	Quick despatch
do	Tjimaneek	J. O. J. L.	Quick despatch
Japan &c.	Arnsund Behio	M. M. Co.	1 June
do	Atlantique	M. M. Co.	15 June
do	Ernest Simons	M. M. Co.	29 June
do	Amazone	M. M. Co.	13 July
Kobe	Australien	M. M. Co.	27 July
Kobe and Moji	Ceylon Maru	N. Y. K.	26 May
do	Indo Maru	O. S. K.	22 June
Kobe & Yokohama	Fultala	J. M. & Co.	25 May
do	Iota	J. M. & Co.	12 June
Yokohama and Kobe via Shanghai	Gisel	S. W. & Co.	31 May, about
Anping and Takao via Swatow and Amoy	Sophia Maru	O. S. K.	28 May
Tamsui via Swatow and Amoy	Daijin Maru	O. S. K.	25 May
Weihaiwei and Tientsin	Huichow	B. & S.	24 May
Swatow, Amoy and Foochow	Haiching	D. L. & Co.	23 May
do	Haitan	D. L. & Co.	27 May
Manila	Loengang	J. M. & Co.	24 May
do	Yuenongsang	J. M. & Co.	31 May
Manila, Mangarin, Iloilo and Cebu	Rubi	S. T. & Co.	27 May
do	Zafro	S. T. & Co.	8 June
Shanghai, Kobe and Moji	Thangwa	D. S. & Co.	30 April
Shanghai, Kobe & Yokohama	Birkentels	Do.	24 May
Shanghai and Japan	Saxonia	J. M. & Co.	24 May
do	Preussen	P. & O. Co.	30 May
do	Sunda	P. & O. Co.	22 May
Shanghai, Moji, Kobe & Yokohama	Ceylon	P. & O. Co.	30 May, about
Shanghai, Yokohama, Kobe and Moji	Sunda	P. & O. Co.	28 May
Shanghai, Tsingtao, Kobe and Yokohama	Canton	A. N. & Co.	7 June, about
do	Tjatjisp	J. O. J. L.	Quick despatch
do	Tjibodas	J. O. J. L.	Quick despatch
do	Tjikin	J. O. J. L.	Quick despatch
Shanghai	Scharnhorst	M. & Co.	28 May, about
do	Africa	S. W. & Co.	29 May
do	Assaya	P. & O. Co.	26 May, about
do	Lauchow	B. & S.	29 May
do	Choyangsang	J. M. & Co.	28 May

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For.	Vessels.

<tbl_r cells="2"

HOTEL LISTS.

Hongkong Hotel.
Aurely, G. Kendall, Profes-
sorini, E. T. sor. L.
Bate, E. R. Lambert, Mrs.
Béaumont, E. A. W. H.
Bellios, Mrs. E. Lobb, Dr. E. L.
R. M.
Bena, G. A. Macdonald, Mr.
Beynon, Capt. and Mrs. and
C. R. child & nurse
Brown, R. Macdonald, D.
Cambridge, A. J. MacIntyre, Mr.
Chaplin, J. K. and Mrs. Neil
Claxton, A. A. Martin, G.
Campbell, Mrs. Matheson, Mrs.
Smollett, R. T. and
Campbell, Miss child.
Smollett McDonald, Miss
Concide, A. M. B.
Cowen, Mrs. W. McKean, Dr. G.
F. W.
Crooker, Miss McKenny, Dr.
Davis, C. H. C. W. & Mrs.
Dean, Mrs. J. E. Merecki, J.
Derteano, Mr. & Mulder, J. D. F.
Mrs. & 2 child O'Leary, Miss
Dewar, J. Pinnock, A. J.
Donnenberg, S. Piper, Miss
Douglas, Mrs. R. Potter, Lt. and
H. Mrs. W. C.
Dowley, W. A. Ray, E. H.
Dowling, W. Reay, Miss F.
Ehrenfels, Mr. & Ricketts, M.
Mrs. H. C. Mrs. W. R.
Erhardt, Capt. Robertson, W.
W. C.
Ewart, C. N. Roberts, W. E.
Eyre, Miss Robins, C. F.
Farrell, E. H. Robinson, W. V.
Farrell, U. A. Rohmann, A.
Finlayson, Mrs. Scotson, Jas.
Sibley, J. C.
Fisher, H. G. Singer, E. T.
Fuller, Denman Smith, Mr. and
Gears, Mrs. K. Mrs. E. E.
Georgia, M. Sorby, V.
Gordon, A. G. Stevenson,
Gobourne, V. Capt. P. R.
Gould, Mr. J. Sutherland, P. D.
Gourgey, I. Spiro, S.
Graham, D. Square, Miss.
Grisogono, P. O. Tapp, J. R.
Von. Webb, Mr. and
Gunn, Mrs. Mrs. B.
Hanna, Dr. J. G. Weidler, W. E.
Harbord, W. T. White, F. W.
Hendry, Mrs. S. White, H. P.
E. White, D.
Hendry, Miss P. Withington,
A. Mr. & Mrs. J.
Houston, J. W.
Innes, Capt. R. Wood, G. G.
Judah, Mrs. A. Wood, Mrs. S.
N. E.
Kadoorie, Ellis Yeadell, S. P.
Kauffmann, C. Zublin, W.
Krusman, A.

Craigieburn.
Bevington, F. Mullins, Lieut.
Caldwell, Mr. Col. & Mrs. A.
Caldwell, Miss J. R. G. A.
Carpenter, Mr. Morley, Miss
and Mrs. Nation, W.
Cornell, W. A. Ram, E. A.
Haslefoot, Lt. Galbraith, V.
& Mrs. M.
Kydd, Mr. and Smith, Mrs. G.
Mrs. Smith, E. G.
Morley, Mrs. Wood, E. M.

Grand Hotel.
Almberg, K. Mayr, Mr. and
Boggs, D. Mrs.
Bonetta, Miss V. Merlin, L.
Bouchesky, Mr. Meyer, N.
& Mrs. Miller, F.
Bradmann, S. Moller
Brill, Dr. Moonan, J.
Crew, Mr. and Mulvey, E. C.
Mrs. Parshall, J.
Grant, G. Rohl, M.
French, C. Mrs. & Miss
Fridley, G. Schmidt
Haden, F. Soon, Kim
Karkatzky, Mrs. Stephano, Miss
& Mrs. Thomas, Mr. &
Reyes, D. Mrs. A.
Kuhn, Mrs. Watkins, G.
Loria, Mrs. Weismann, C.
Lenoir, Miss F. Wills, E.
J.

Consignee

INDO-CHINA STEAM NAVI-
GATION CO., LTD.

From CALCUTTA, PENANG
AND SINGAPORE.

THE Company's Steamship

"KUMSANG."

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from abridge.

Cargo impeding the discharge or remain on board after 4 p.m. the 20th inst. will be landed at Consignee's risk and expense.

No Fire Insurance will be effected
Bills of Lading will be countersigned by

JARDINE, MATHESON
& CO., LTD.

General Manager
Hongkong, 19th May, 1913. (841)

Notice

REMOVAL
SALE.

Prior To Removal On
June 1 To New Premises
In Alexandra Buildings
(Komor & Komor's)

THE
AMERICAN
CORSET
STORE

Is Now Selling Goods

At Greatly

REDUCED PRICES

CHILDREN'S CLOTHING AND
UNDERWEAR, HANDMADE
LACES, BLOUSES, &
MANILA HATS.

GENUINE BARGAINS

IN
IRISH CROCHET.
16 Des Voeux Road.

Consignees

TOYO KISEN KAISHA.

THE Steamship

"CHIYO MARU."

FROM SAN FRANCISCO, via

HONOLULU, AND JAPAN

PORTS AND SHANGHAI.

The above-named Steamer, having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on Saturday May 17th at noon will be landed at Consignee's risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected.

No claim will be recognised after the Goods have left the Godown, and all Goods remaining undelivered on May 28th 5 p.m. afternoon, will be subject to rent and landing charges.

All chased and otherwise damaged cargo to be left on board or godown, and examination of same to be held on May 28th 5 p.m.

All claims must be filed on or before May 30th, otherwise they will not be recognised.

S. MORIMOTO,
Agent.
Hongkong 16th May, 1913. (379)

FROM EUROPE.

THE H. A. L. Steamship

"SEGOVIA."

Captain H. Luebeck, having arrived, Consignees of cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Under-signed.

Optional cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within 10 days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chased, and damaged Good must be left in the Godown, where they will be examined on the 21st inst. at 9.30 a.m.

No Fire Insurance will be effected in any case whatever.

This steamer brings on cargo:-

Ex S.S. "Riga," Iron Sheet,

"Portimao," Pap.

"Trelleborg," Abu.

"Kong Shing," Chianpania

"Albion," from Gotterg

"Goteborg," Abu.

HAMBURG-AMERIKA LINIE

Hongkong Office.

Developing, Printing & Enlarging

Hongkong, 1st May, 1913. (889)

Consignee

FROM EUROPE.

THE H. A. L. Steamship

"SAXONIA"

Capt. C. Niemann, having arrived, Consignees of cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained again. Bills of Lading countersigned by the Under-signed.

Optional cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within 10 days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

No Fire Insurance will be effected in any case whatever.

This steamer brings on cargo:-

Ex S.S. "Frans" from Abu

"Margaux," Bordeaux

"Gormaia," Goteborg

HAMBURG-AMERIKA LINIE.

Hongkong Office.

Hongkong, 19th May, 1913. (384)

NORTHERN NEWS.

SHANGHAI.

A Collision Case.

Mr. F. S. A. Bourne gave his decision on the 14th inst. in connection with collision between the Chinese cruiser Haishen and the O.S.K. s.s. Choshun Maru, which took place at Pootung on November 6 last. Both parties ultimately agreed to settle the matter by arbitration, and the facts were laid before Mr. Bourne (with Captain Powlett, of H.M.S. Newcastle as assessor) on April 23, 24 and 25. Mr. Bourne's judgment finds that the collision was caused entirely by the negligence of the Choshun Maru, and orders all fees incurred by the Chinese Admiralty to be paid by the O.S.K.

Editor's Death.

At St Mary's Hospital, on May 13, the death occurred of M. G. L. C. Sabard, editor of "L'Echo de Chine", at the comparatively early age of forty-five. M. Sabard had lived in Shanghai for about six years, and, twelve months ago, was appointed to the editorship of the well-known French paper in succession to M. Monestier, who went to edit "L'Journal de Peking". He was extremely popular, both socially and among his fellow journalists.

Well-known Solicitor's Retirement.

The retirement is announced of Mr. W. V. Drummond, chief partner in the firm of Drummond, White Cooper and Oppé, solicitors. Mr. Drummond has been in practice in Shanghai since 1873, and he told a pressman the other day: "When I came here the place was practically a baby; it was a fishing village and little more. There was only a small community of people who knew each other intimately—like one big family. It grew to the hopped-eboy stage, and remained in that stage from 20 to 25 years. During the past ten years Shanghai has grown to the city she is at the present day."

Mr. Drummond has decided to settle in Shanghai instead of returning to England.

Selling drink without a License.

Mrs. Fanny Adberg of the California Cafe has been fined \$15 for selling intoxicating drink without having a licence. The case was heard before the American vice-consul, Mr. F.W. Hadley who ordered defendant to take out a licence at once.

CHEFOO.

Chinese Troops.

Several companies of Chinese soldiers have arrived recently in Chefoo, and the Isolation Hospital is again being used as barracks for some of them. The local "Post" observe, with apparent feeling, "it is generally hoped that these extra troops will not remain in the port for any length of time, but will shortly be drafted elsewhere."

Custom House.

Mr. F. J. Mayers, Commissioner of Customs, has resumed charge of the Custom House upon his return from Shanghai.

HANKOW.

GERMAN Admiral Arrives.

The German admiral (Count Spee) in command of the Far Eastern Squadron, arrived at Hankow on board S. M. S. Nurnberg on the 11th inst. and remained there for three days. Two Russian torpedo boats arrived on the 12th and two French cruisers with the French admiral are expected soon.

Lecture.

Mr. J. A. Brailsford, editor of the "Central China Post", who was staying in Hongkong a couple of months ago, gave a very interesting lecture in Hankow last week on "Characters a journalist meets".

In Hospital.

Dr von Daeran, who recently arrived in the East to act as doctor to the Pingxiang Colliery has been obliged to go into hospital at Hankow.

Bank of China.

The Bank of China at Hankow is now making arrangements to redeem the bank-notes of the late Taoting Government Bank. Branches will be soon established

at Changsha, Shasi, and Ichang. At Yinkow, Changchun, Hankow, Shanghai, Tsinan-fu, and Kaifeng-fu branches have already been opened.

COMMERCIAL.

Highlands and Lowlands.

The seventh ordinary general meeting of the shareholders of the Highlands and Lowlands Para Rubber Company, Ltd., was held on April 17, at the Cannon-street Hotel, Cannon-street, E.C. Sir Frank A. Swettenham, G.O.M.G. (Chairman of the company), presiding. The Chairman said: The accounts call for no comment from me except as regards the item referring to the Ayer Kuning loan. That is explained by the fact that the board decided to lend to its offshoot, the Ayer Kuning (F.M.S.) Rubber Company, Ltd., sum of £10,000 secured on 11,000 unissued shares of that company over which the Highlands Company holds an option to purchase at par at any time up to June 30, 1915. The Highlands Company has a substantial interest in the younger company, for it holds 18,361 fully paid shares, and you also must have some shares, for we distributed over 30,000 amongst you in 1910. As the directors are well acquainted with the affairs and prospects of the Ayer Kuning Company and have confidence in its future prosperity, they consider that it would be to your interest to give the assistance I have described. I should add that the loan was made at 5 per cent. interest. Before going into details of the administration of the property, it is my privilege to be able to assure you that never since I had the pleasure of speaking for my colleagues—and that is from the formation of the company—have I had such a good account to give of your property and prospects as to-day. I think you must have gathered that fact from the report and account which I am going to ask you to adopt, and the final dividend which I hope you will approve. The planted area on the three estates is now 3,963 acres, to which we expect to add this year another 230 acres, making 4,243 acres by the end of the year. Of that area 4,243 acres are now in bearing, so that you will soon have nearly 1,000 acres planted but not yet mature. The tapped trees yielded 900,908 lbs. of rubber last year, but while the trees on the two older estates gave over 3 lbs. of rubber per tree, the yield on Midlands averaged only 1.4 lbs. per tree. It is, therefore, evident that while the older fields are being only moderately tapped, there is great room for expansion on Midlands. These figures, coupled with the fact that we shall have 1,000 acres of immature rubber, will assure you of increasing crops, and should we decide to make further extensions we have no lack of forest land for that purpose. You were probably surprised to find that the estate's estimate of the 1912 crop was exceeded by nearly 200,000 lbs., and the board has pointed out the managers that though this is a mistake on the right side, it is not entirely creditable to those on the spot to be far out in their estimates. We are told to expect a yield of 975,000 lbs. in the current year—370,000 lbs. from 1,170 acres on Highlands, 305,000 lbs. from 1,170 acres on Batu Ujor, and 300,000 lbs. from 1,280 acres on Midlands. Having regard to all the circumstances, and given favourable weather, the board is inclined to consider this a conservative estimate, and we think that at least a million lbs. of rubber may reasonably be expected. The cost of production in 1912 shows a welcome reduction of over a penny per lb. We recommend in our report the payment of a final dividend at 17.12 per cent. making 40 per cent. for the year, and if you approve that proposal it will mean that since the formation of the company in 1906 we shall have paid twenty dividends aggregating in all 201 per cent., equal to 182.12 per cent. on the present paid up capital of the company. We further propose to place another £15,000 to reserve, making it £40,000, and to carry forward the balance, namely, £13,101 17s. 6d. I am sure you understand that the greater part of the £40,000 reserve is not in cash, it is money which has been used in the development of your property, the erection of buildings and the purchase of machinery, and all the requisites

If Disease Germs
were Visible!

ARMY ESTIMATES.

How They Affect Hongkong.

We give below the amounts voted for the Hongkong military establishment so far as they appear on the face of the Army Estimates for the year ending March 31, 1914. Where figures are given in parentheses they refer to the previous year, and are recorded for purposes of comparison.

Establishment.—Three companies of Garrison Artillery, 689 of all ranks; two companies of Royal Engineers, 13 officers and 229 men; one battalion of Infantry, 933 of all ranks; four officers and 29 men of the Army Service Corps; 8 officers and 44 men of the Royal Army Medical Corps. Two battalions of Native Indian Infantry, 1,854 infantry of all ranks; 384 Artillery; 50 Engineers. Six men of the Army Ordnance Department; 29 of the Army Ordnance Corps; 8 of the Army Pay Corps. Total of all ranks, 4,270.

Detail of Staff of Command:—Major-General commanding, £1,095 per annum; Aide-de-Camp, £191; Deputy-Assistant Adjutant and Quartermaster-General, £401; Chief Engineer, £748; General Staff officer, 2nd grade, £401; General Staff officer, 3rd grade, £273; Instructor in Gunnery (Major-Captain), £401.

Chaplain's department.—Chaplain, £183; servant allowance, £13; pay of chapel clerks, &c., £30; pay, &c., of acting chaplains and officiating clergy, and allowances for contingencies, £391 (£232); payments for buildings for divine service, £50 (£44); Contingencies, £4. Total, £672 (£592).

Indian Force.—Pay and other expenses of extra Indian troops temporarily employed in China, £22,000.

Medical Establishments:—Colonel, £821; seven lieutenant colonels and officers of lower rank, £2,702 (£2,688); one quartermaster, £222 (£229); servant allowance, £164; contingencies, £5; pay of civilian medical practitioners, dentists, &c., £350. Queen Alexandra's Imperial Military Nursing Service: Pay, £230 (£210); allowances for board, washing, clothing, and charge pay, £525; servants, £134 (£85); civilian subordinates, £615 (£497).

Army Pay Department:—Staff-Paymaster, £457; two Paymasters, £825; extra pay, £91 (£137); servant allowance, £38; civilian writers, £143; messengers, £12; total, £1,366 (£1,403).

Army Service Corps.—Subordinate Establishments. Water Transport Establishments, £884 (£808); Two clerks, £378 (£345); other subordinates continuously employed, £1,222 (£1,126); pay of Land Transport Establishment, £1,330 (£1,208); temporary labour, &c., £1,162 (£1,223). Total, £4,092 (£3,962).

Quartering, Land Transport, Remounts, and Supplies.—South China: Lodging and stable allowances, £7,200 (£5,800); field allowance, £30 (£50); hire of buildings to supplement barracks, £3,400 (£3,500); barrack services, £1,700 (£1,400); conveyance of troops, £1,800 (£700); carriage of stores, £1,400 (£856); remounts £100; provision and separation allowance, £45,700 (£38,000); forage and panniers straw, £5,500 (£3,400); fuel and light £9,800 (£9,600); colonial allowances, £5,500 (£4,500); water supply, £1,450 (£1,300); advertisements, £10; total, £68,060 (£56,810). Appropriations in aid (supplies), £400.

Army Ordnance Department:—87 clerks, writers and others continuously employed, 23,883 (£3,155) temporary labour, £237 (£545).

Works and Engineer Service.—Two (one) Superintendents, Inspectors of Works, £1,360 (£650); one temporary surveyor's clerk, £237 (£74); seven military foremen of works, £781 (£804); two military draughtsmen, £205 (£27); three pensioner and civilian draughtsmen, £204; six military clerks, £219 (£570); six other clerks, £594 (£624); health insurance, £2; six office keepers and messengers, £70; three engine drivers and stokers, £194 (£190); three civilian storemen, £73 (£70); five turncooks, &c., £53; one range warden, £30. Total, £4,421 (£3,802). For special work: Two (three) military foremen of works, £210 (£210).

New Works, &c.—Kowloon: There is a vote of £1,000 for road construction (fortification and artillery ranges). Further amount required to complete, £8,400. The total estimate for the work is £11,400, of which £2,000 has already been voted.

General Summary:—Estimated regimental force in the command, 6,470 (6,270), including 2,800 Indian native troops temporarily employed in connection with affairs in China. Vote 1 (pay, &c., of general staff, regiments, and departments), £192,985 (£164,530). Vote 2: Medical establishment and medicines, £6,700 (£6,000). Vote 3: Educational establishments, £980 (£810). Vote 4: Lodging, stable, and field allowances, hire of buildings, and barrack services, £12,830 (£10,550); conveyance of troops and stores, except by sea, £3,000 (£1,850); Army Service Corps subordinates and crews of vessels, £2,865 (£4,710); purchase of remounts, £100. Vote 5: Provisions, forage, fuel and light, Colonial allowances, &c., £67,680 (£56,410); clothing, £16,030 (£15,680). Vote 6: Wages, Army Ordnance Department, £4,800 (£3,700). Vote 10: Engineer Services, &c., £4,900 (£4,420); works and buildings, £12,860 (£21,305); land purchases and rents payable, £170 (£180); gross total, £18,930 (£25,905); deduct rents receivable, &c., £50 (£90); net total, £18,880 (£25,815). Total, £1,089 (£2,545). Total estimated expenditure, £327,000 (£292,500). Military contribution by Local Government to Army Funds, £150,000 (£120,000).

CONTRACTOR'S SUIT.

Counter Claim Which was Amended.

In the Summary Court this morning, before the Puisne Judge, Mr Justice Kemp Mak Kong, contractor, of 118 Queen's Road West, sued Chan Pui Yue alias Chan Loong and Sons, 17 Ship St., to recover the sum of £650.50 being, as to £515.50 for money received by the defendant from the officer commanding the Royal Engineers Hongkong, for the use of the plaintiff, and, as to £135.00, money drawn by the defendant from the plaintiff's business.

Mr Reader Harris, of Messrs Wilkinson and Grist, appeared for the plaintiff, and Mr Crewe, of Messrs Hastings and Hastings, for the defence.

Mr Harris applied that the defendant's claim for £261 should either be amended or struck out as it showed no cause of action at present. The defendant said that the plaintiff agreed to pay the sub-contractors and that the defendant paid them. The defendant, in his counter-claim, showed no request, nor any legal liability.

Finally Mr Crewe amended the counter-claim by claiming, in the alternative, the money as paid under a guarantee.

Plaintiff, in the box, said the reason he had not paid one subcontractor, Lai Man, was because he had not done his work and plaintiff had to get another man to do it.

Accident to an Old Tronob Hard. Mr Bryant, one of the oldest hands of Tronob mine, has met with an accident during blasting operations, and has been conveyed to Batu Gajah hospital, where he now lies.

SILIMPON COAL.

BUNKERS

can be supplied at cheap rates

at

SANDAKAN & SEBATTIK

(British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A BUNE Agent,

POST OFFICE.

Saturday the 24th inst being Public Holiday (Empire Day) the Post Office will be open from 7 a.m. to noon for the despatch of the English mail and also from 3 to 5 p.m. for the despatch of the Siberian mail.

The Money Order Office will be entirely closed.

MAILS ARRIVED TO-DAY.

Europe, s.s. Ceylon. Siberian, s.s. Linan.

MAILS VIA SIBERIA.

London May 2
Shanghai May 8

MAILS DUE.

Siberian, Delta, 23rd inst.

The Delta is expected to arrive here to-morrow, with the London mails (via Siberia) of Wednesday the 30th ult, and Saturday the 3rd inst.

MAILS CLOSE.

Hoihow, Haiphong, Pakhot and Saigon.—Per Matilde, 23rd May. Amoy and Foochow—Per Hatchin, 23rd May.

Japan via Nagasaki—Per Benlarig, 23rd May, 10 a.m.

Shanghai and North China—Per Choywang, 23rd May, 11 a.m.

Macao—Per Sui Tai, 23rd May, 1.15 p.m.

Straits, Ceylon and India via Bombay—Per Luzon-maru, 23rd May, 3 p.m.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi. (Late Letters 11 a.m. to noon, Extra Postage 10 cents.) (Supplementary mail onboard up to the time fixed for departure of the mail (Extra Postage 10 cents)) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed to-morrow, at 5 p.m.—Per Delta, 24th May, 11 a.m.

Philippine Islands—Per Loongsang, 24th May, noon.

Straits and India via Calcutta—Per Namsang, 24th May, noon.

Macao—Per Sui Tai, 24th May, noon.

Per s.s. Huihow, arrived 22nd inst, from Tientsin—

Per s.s. Caylon, arrived 22nd inst, from Singapore:—

Braxton, Fugh Campbell, Stell Henderson, Weherell

PASSENGERS ARRIVED.

Per s.s. Linan, arrived 21st inst from Shanghai—

Hamilton, Bunce, Wardrop Irving

Per s.s. Huihow, arrived 22nd inst, from Tientsin—

Per s.s. Caylon, arrived 22nd inst, from Singapore:—

Braxton, Fugh Campbell, Stell Henderson, Weherell

PASSENGERS DEPARTED.

Per s.s. Manchuria, sailed 21st inst, for San Francisco, &c.,—Ackerson, Mrs. Wood, Mrs. F. S. I. Averill, Miss M. Wall, M. S. E. Wood, Mrs. F.

Ackerson, E. C. W. Anderson, Mr. & Wood, E. G. Mrs. W. Woodhouse.

Berreman, J. Miss M. R. Blair, E. W. Woodhouse, Dr. Blane, Mr. & Mrs. S. W. Bauerle, J. F. Vaudin, Mr. & Mrs. A.

Cleave, A. W. Victor, Mr. and Cleaver, Miss H. J. W. Clark, R. M. Sheridan, Rev. Davis, Mr. and P. H. Mrs. C. R. Thomas, J. C. Damon, Mr. and Smith, F. V. Mrs. H. Smith, F. R. Dowding, Mr. & Smith, C.

Philipine Islands, Japan via Nagasaki and Seattle—Per Minnesota, 26th May, 11 a.m.

Philipine Islands, Timor, Australia, Tasmania, & New Zealand via Port Darwin—Per Empire, 26th May, 11 a.m.

Swatow, Amoy and Foochow—Per Hailan, 27th May, 10 a.m.

Per s.s. Huihow, 25th May, 9 a.m.

Per s.s. Linan, 24th May, 5 p.m.

Per s.s. Huihow, 25th May, 9 a.m.

Per s.s. Linan, 24th May, 5 p.m.

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